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六拜禮 號十三月一英港香 SATURDAY, JANUARY 30, 1926. 日七十月二

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HAPPY VALLEY

ATTEMPTED BURGLARY IN CITY.

FAILURE TO ENTER FRENCH STORE.

TROUBLE WITH SHUTTER.

What appears to have been an attempt to commit a burglary at the Magasin General, the well-known French store in Beaconsfield Avenue, is at present engaging the attention of the police.

It appears that when the manager, M. Laugier, arrived at the store yesterday morning, he found that it was impossible to raise the big iron shutter which covers the shop window. An examination revealed the fact that an attempt had been made to force the shutter from the top, as several of the iron bolts were so bent that it was quite impossible to move the shutter.

The curious part of the affair is that the burglars must have sought to gain an entrance at a point fully fifteen feet from the ground, but this was probably due to the fact that above the window are two large fanlights large enough for a man to crawl through. This was possibly known by the burglars, and they must have attempted to force the shutter down so as to be able to get through these apertures.

In the circumstances, it seems strange that the men were not noticed at work. They may, of course, feared detection and hurried off without completing their task, or, on the other hand, have given up the attempt owing to the impossibility of moving the shutters.

At present, the shutters are still down, it having been found impossible up to the present to move them, and the police are carrying out investigations.

CANTON ARMY.

REORGANISATION COMPLETED.

The military scheme having been completed, the Canton Government has issued orders that the whole Army will be under the direct control of the Committee of Military Affairs, and in future, in times of peace, all orders to the General Officers will be issued by the Committee, while in time of war, Field Marshals and Commanders-in-Chief will be created, upon whom special powers will be conferred by the Government.

The full force of the standing Army is to be 20 Divisions, divided into six Army Corps each composed of three Divisions. The 19th Division and the 1st Super-Disciplined Division are placed under the direct command of General Chang Kai-shek.

COLONY'S FINANCES.

THE POSITION AT END OF OCTOBER.

At the end of October last, the Colony's credit balance of assets and liabilities had fallen to \$10,849,145, the revenue for the month having been \$2,093,750 as against an expenditure of \$2,540,568.

The Colony's revenue for the first ten months of 1925 was \$19,358,232 as against a collection of \$20,291,436 for the corresponding period of 1924, so that in spite of the strike there was but a small falling off in receipts. There was a much heavier expenditure, however, this amounting to \$22,116,630 as against \$19,819,635 for the corresponding ten months of 1924. The principal increase was shown under the heading of Public Works, ordinary, no less than

RECENT BURGLARY.

CHINESE SENTENCED FOR LARCENY.

Burglars entered 16, Whitfield, Causeway Bay, on December 9th and stole property to the value of \$70, including some artificial pearls, a suit of clothes and a roll of cloth. It was not until Tuesday this week that two of the men concerned in the theft were apprehended by the detective responsible for investigation of the case, and they were charged at the Magistracy this morning.

One of the men was found to be wearing the coat of the suit and in his pocket were the tickets showing that the trousers and waistcoat had been pawned. The other man was wearing a waistcoat alleged to have been made up from some of the stolen cloth.

Convicted on a charge of simple larceny, the prisoners were each sentenced to six weeks' imprisonment with hard labour.

HAINAN ISLAND.

MORE TROOPS SUBMIT.

Following the report of the fall of Kiangchow and Hailow, and the flight of General Tang Poon-yan and his principal commanders, a further report is received which states that all districts in the north of Hainan, together with most of the districts on the east and west coasts, have raised the white flag and sent representatives to the headquarters of the invading army offering terms of submission, which were accepted.

As regards the People's Army, which had given much assistance to the Canton Army, the terms are under discussion and their final settlement will rest with General Li Chai-sum whose arrival is expected here.

Thus with a period of ten days after the first landing of the Canton Army, the island of Hainan is practically subdued, and the existence of what was known as the "Eight Districts Confederation," which comprised all the districts south of Kao Chow, together with Hainan Island, under Tang Poon-yan, has come to an end.

WORKING HOURS.

INTERNATIONAL CONFERENCE IN LONDON.

Rugby, Jan. 29.
Replies have now been received from the Belgian, French, German and Italian Governments to letters addressed to a conference to consider the possibility of securing effective international agreement for regulating hours of work in industry.

After considering the replies received, the British Government has decided that trade invitations to attend the conference in London shall be sent to the Government in question. The Minister of Labour, Sir Arthur Steel Maitland, will accordingly arrange for the issue of invitations at an early date.—British Wireless.

M. BORODIN.

REPORTED GONE ON LEAVE.

It was recently reported that the agreement of M. Borodin, under which he acts as adviser to the Canton Government, has been extended for a further term of three years.

A report now to hand says that M. Borodin stipulated that he should have two months' leave of absence before beginning his new term of service, and it is stated that he accordingly left for Vladivostok by a Russian Volyn

HEROIC TALE OF THE SEA.

GALLANT RESCUES BY U.S. SEAMEN.

BRITISH APPRECIATION.

Rugby, Jan. 29.

The British Government has expressed through its Ambassador in Washington, its keen appreciation of the action of the captain and crew of the American liner President Roosevelt in rescuing the twenty-five men of the crew of the disabled British steamer Antiope. The British Government has conveyed its sympathy to the relatives of the seamen of the President Roosevelt who lost their lives in this gallant rescue of a British crew. The ordeal of the Antiope's crew and the President Roosevelt's efforts are told in wireless messages from the President Roosevelt, which is bringing the Antiope's crew to Plymouth. For five days the Antiope was drifting helplessly in the trough of heavy seas. The quarters of her officers and crew were all flooded. Four engineers worked ceaselessly to keep the pumps going until they were driven from the engine-room by the rush of water. During the three days, the stokehold fires and the engine-room were flooded and the steamer was powerless. Perfect discipline was maintained aboard. "Wireless Officer Evans remained at his post until the apparatus failed.

The President Roosevelt made many efforts by means of rocket apparatus and lifeboats, to get a line to the Antiope, before she finally succumbed. Two of her men, whose death is much deplored, lost their lives in the first of these attempts.—British Wireless.

A THRILLING EPIC.

New York, Jan. 29.
England and America are ringing with the heroic rescue of the crew of the s.s. Antiope, which, in the terse seamen's language of the President Roosevelt's Captain Fried, forms a thrilling epic of the sea, beginning on Jan. 24, when wireless and compass bearings showed that the Antiope's own estimate of her position was one hundred miles in error. The President Roosevelt arrived and pumped out oil with excellent effect, but lost sight of the Antiope for twenty hours. They re-found her on Jan. 25, heavily listing to starboard, her engine fire-room flooded and hatches broken. Capt. Fried ordered a lifeboat to be launched, whereupon a squall hit the ship and upset the boat. Two were drowned and the others rescued with difficulty, exhausted and covered with oil. Thereafter, until Jan. 27, continuous but fruitless manoeuvres were made to get contact by means of lines fired by a Lyle gun and also by boats. The line broke sixteen times, until an apparatus was improvised at the suggestion of an artillery expert on board, and twelve men were got off on the afternoon of Jan. 27, and the remainder at midnight, including the Captain, who was carried aboard, having been without food for two days. The President Roosevelt's crew were in a state of collapse.—Reuter's American Service.

ANOTHER U. S. MINE DISASTER.

FIRE STILL RAGING.

New York, Jan. 29.
A message from Benton Illinois, says that a number of miners have been entrapped as a result of an explosion in a mine at West Frankfort. It is believed that several have perished in the

HONGKONG MAN AND ROBEY.

JOKE AT WATCH COMMITTEE'S EXPENSE.

The Birmingham Watch Committee, the "idol-jays" of the City of Brass and Banns, as it is now popularly nicknamed, would probably be keen to meet the "man from Hongkong" who recently made them the laughing stock of the country by presenting to Mr. George Robey, at a crowded Birmingham Theatre, a large dressed doll inscribed:—"Even dolls have to wear socks in Birmingham."

The incident followed the objection to the bare legs of one of Pavlova's dancers, and the subsequent banning of Robey's famous song, "I Stopped, and I Looked, and I Listened." Robey took the doll to the footlights, and to use his own words, "she brought down the house."

Practically every prominent newspaper in England featured the joke of the Hongkong visitor the following morning, the comments being as many as varied, reference being made to "petty tyrannies" and the shock that the "Kill-Joy Committee must have received in listening to a song which has been heard in every town in England, and hundreds of times in London, without anyone turning a hair."

Meanwhile Robey still appears on the Birmingham stage, his ridiculous eyebrows are "up to their limits, his eyes round with terror, but his lips are just as firm as his famous word "Stash." In an interview he described the Watch Committee as an intolerable nuisance.

The "man from Hongkong" has now been run to earth and he assumes the personage of Revenue Officer Ward, who has just returned from Home. Robey afterwards presented Mr. Ward with an autographed photograph, which he now highly values.

COMMUNIST INSULTS.

RESENTED BY THE ARMY.

The following letter from the War Office is published in local command orders, to be brought to the notice of all ranks:—

"I am commanded by the Army Council to forward a copy of a leaflet which has recently been distributed to the troops throughout Great Britain by Communist propagandists.

"I am to say that the Council are satisfied that all ranks of the Army deeply resent not only the efforts of the authors of this and similar leaflets to beguile them into acts of disloyalty but also the insult thrown at them in the indecent remarks which the authors, in their ignorance of a soldier's true character, imagine will prove attractive.

"The welfare of the troops is a matter of complete indifference to these persons, whose object is to reduce the Army to a state of inefficiency and untrustworthiness in the hope this will assist them in their aim of creating a state of affairs out of which they hope to profit, although it can only bring in its train disorder, loss and suffering to others.

"I am to request that you will communicate the contents of this letter to the troops serving under your Command, and inform them that a copy of it is being communicated to the press in order that the public may be made aware of this insult to the moral character, loyalty and intelligence of the Army."

COBHAM'S PROGRESS.

ARRIVES IN NORTHERN RHODESIA.

London, Jan. 29.
A message received from Livingston, Northern Rhodesia says

CANTON'S INCREASE IN REVENUE.

SURPLUS OF THREE MILLION DOLLARS.

GOVERNMENT CONTROL.

In a report to the Committee of Political Affairs by the Treasurer, Mr. T. V. Sung, states that the collection of revenue for December reached a figure of over six million dollars, which is three million dollars more than the former average monthly collection.

The Treasurer observes that this surplus of three million dollars will go to support the Army, at present composed of six Army Corps, and he hopes from the new taxation on land, consumers' surtax on tobacco and wine, and the monopoly on the sale of kerosene, that at the end of May, the surplus revenue will reach ten million dollars.

Since the Government has assumed full control of revenue collection and the Army has been paid by the Treasury, the expenditure on each Army Corps has totalled \$2,500,000. In the past, revenue during the Yuet Kwan regime went into the pockets of the militarists, whilst at the same time the Government had to make good the deficit by means of loans. These loans total a big sum and are to be investigated before a further report is made.

YUNNAN EXPEDITION.

THE QUESTION OF COMMAND.

It is reported that General Chang Kai-shek, accompanied by a large staff of officers, with a battalion of the Cadet Corps, left Canton on the 27th instant by the morning train for Shui Kwan, ostensibly with the object of inspecting the railway and localities in which the recent robberies on trains have occurred. In some quarters it is thought that the presence of a large staff of officers in the party is for the purpose of investigating and reporting on the military situation on the frontiers of Hunan and Kiangse, but General Chang's absence at a time when Mr. Wang Ching-wai is away attending the Wuchow conference, is a conundrum to the Canton people.

It is surmised that General Chang's personality is required to settle with General Chu Fu-teh, the delicate and difficult question of command in the impending expedition against Tang Chi-yao, who is reported to be concentrating his forces on the Kwangsi frontier. Being the senior Yunnan officer, General Chu Fu-teh would normally be appointed to the command, but in the present case, when so many issues are involved politically and militarily, the Canton Army cannot afford to employ a man of his ability on this expedition. It is absolutely necessary to have a Yunnan General as chief commander, and the question has still to be settled.

The world is progressing. An ex-President of Mexico is still alive.

Newspaper headline:—"Aviators among the Canaries." A reporter must have seen a couple of the "Hermes" people in a bird shop.

The man has been discovered who introduced rabbits into Australia. We believe the K.R.A. is offering a reward for the scalp of the gentleman who introduced cats to Kowloon.

The difference between saxophones and bagpipes depends on the distance.

In fairness to our Scots friends, however, we deny that the inventor of the bagpipes was a Highlander who got the idea through stopping on a cat.

We presume that what is meant by those big midnight posters at the Peak Tramway is that there'll be no car after the last one.

Should the local strong men's challenge to "slag from memory 40 different songs" be accepted, these Government House

Bulls and Inners

From the Office Butts.

Signs of dementia: A Shanghai man has written to a friend in Hongkong for a loan of \$500.

Clearly a case for the Lunacy Commissioners.

As water is to a drowning man, so is an account sent through the Post Office.

About next June we'll have to begin again enquiring what the wave-length is to the Financial Editor of the Times.

Oil of lemon is among the ingredients of a new cocktail. If you really must gargle "B" carefully!

On account of the tremendous number of curios purchased by our recent visitors, we understand that the name of the ship has been changed to "Bulgianland."

The medical man who has declared that the human face is getting longer, must have passed through Hongkong recently.

China should be prosperous. It has been saved regularly for the past 15 years.

We remain calm but unfortunately not collected.

A health expert says we should eat less. We shall, unless something happens to prevent prices.

New definition: A bachelor is a man afraid of being seen before breakfast.

A Kowloon lady complains that her houseboy left without any warning. She's lucky; we know one who left his mistress without any jewellery.

"Phantom Golfer," says a newspaper heading. Must be our old friend bogey.

A scientist has found out that ground diamonds give off a repugnant odour. Mr. MacWhirter suggests that boiling a cabbage would be much cheaper.

The Government's idea of a good citizen is one who isn't too inquisitive.

A pessimist may have his faults, but his ideas about Chinese politics are generally pretty accurate.

In view of the present hard times, we do think that Mr. Winston Churchill should not have forgotten the local product when commenting the bonds of friendship between Great Britain and Italy.

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A man working on a popular newspaper seldom suffers from cold feet. Probably because of the good circulation.

Mutton, chop whiskers, and "Gouties" are said to be London's latest fashion. We presume that Angora cream will be used for the latter.

It is said that the new steam-heated waiting room "topside" is preferable to a seat on Barker Road these cold nights.

From the appearance of their heads it looks as if some of these old flap-hunters did not believe in the conservation of natural resources.

The shackles of peace are costly.

Nowadays a husband's razor blades only last half as long.

But then, again, the wife's hair is twice as short.

The Fanling hunters believe that it was a wild cat the hounds killed last Saturday, because it looked as if it wanted to escape.

Some bands dispel music.

In the case of local Scots, that suspicious bulge must not be taken for a half-mutchie. It may only be a well-thumbed Burns.

It must be the strong, fresh air which causes Fanling golfers to sleep so soundly.

That magnificent super-production, "The Woman Pays," has drawn record houses in Aberdeen.

Some of that spring lamb would be fine if it wasn't for the springs.

In future we may expect the old friend bogey.

Government to advertise for masters capable of teaching the Doric up to and beyond Matriculation Standard.

Scarletina is still prevalent in Canton.

From some of the talk we hear in Hongkong these days, we fear that born fools have a hard time outgrowing it.

In the midst of a welter of solutions as to how to be saved, no one has yet thought out an effective scheme for the disposal of discarded razor blades.

Reading of Sir Alfred Mond's secession reminds us that Joseph had a coat of many colours and was the greatest politician in Egypt.

What we want is a disarmament movement aimed at the one-hand bus driver who picks his teeth with the other.

A snob may be virtuous but as often as not he has also a bad memory.

If the Government is really serious in seeking to prevent the use of offensive weapons, why not try gagging some of our rumour-mongers?

The parson who was five minutes late at a local wedding, was possibly giving the parties a chance to change their minds.

There is no truth in the story that women shop all day and buy nothing.

Ford cars can now be had with coloured bodies. The idea, presumably, is that the stricken pedestrian's last impression of earth should be a cheerful one.

The population of Canton is very dense.

The best thing about attending these Government House

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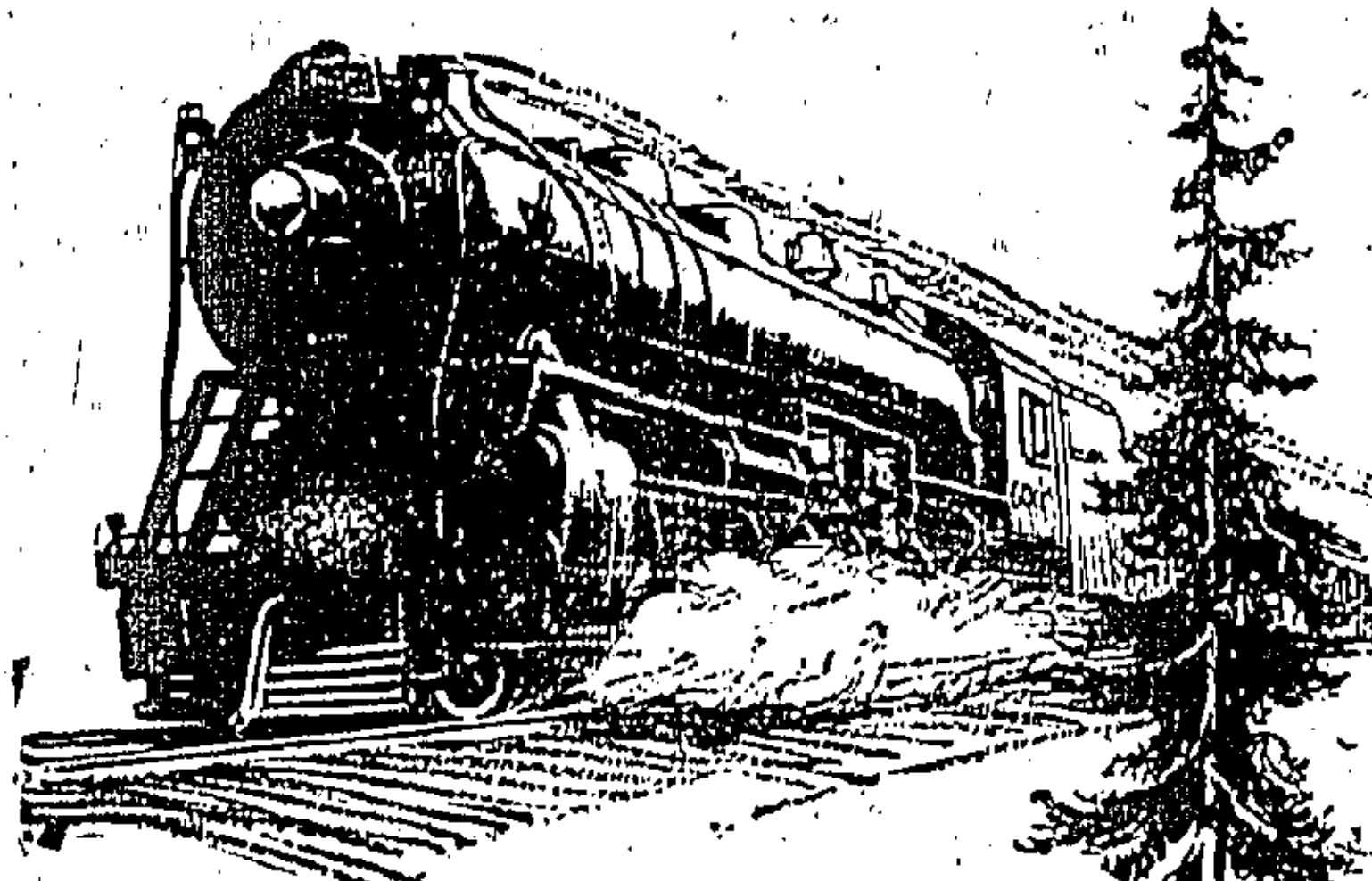
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CHINESE CHAMBER OF COMMERCE.

ANNOUNCEMENT REGARDING THE "MERCHANTS' STRIKE."

An Unfounded Rumour.

The last Committee meeting of the year of the Chinese General Chamber of Commerce was held yesterday afternoon for the purpose of discussing business of considerable importance. Mr. Li Yau-tsun presided, and there was a fair attendance.

Before the opening of the meeting Mr. Li said that a few days ago, the vernacular papers in Canton published rumours of a strike at the New Year, but according to personal investigation made by him, and by the Secretary of the Chamber of Commerce, among various firms, they were told by all that there would be absolutely no such thing.

Mr. Li also said that most of the merchants had stated that if they went on strike, they would merely add to their own losses, as even if they did not open to business yet they had to pay wages to their employees, rent, and other expenses.

It was certain that the merchants would not go on strike, and all might carry on their business without any anxiety.

Hawkers Licenses.

Among the other questions discussed at the meeting, one was with regard to applications from hawkers, complaining of the cancellation of their licenses on account of the change of the nature of their business, as stipulated in their licenses, without the consent of the Police, and applying to the Chinese Chamber of Commerce for help to apply to the Government for the renewal of their licenses. A member of the Chinese Chamber of Commerce had seen Mr. King about the matter, and he had agreed to renew the licenses on condition that the hawkers did not sell things other than stipulated in their licenses.

Chinese Chops.

The other item of importance was a further letter from a solicitor's office asking for advice re the use and confidence in the chops of Chinese firms. A lengthy discussion took place, and it was decided that the reply be as follows:

- 1.—That the principal chop of a Chinese firm be regarded as the most important.
- 2.—That one must possess formal authority in order that he may be responsible for the transaction of the ordinary business of the firm, before he can use the principal chop or authorize some other person to do so. This chop must always be under the care of an authorized person.
- 3.—That the so-called ordinary business of a firm includes money transactions.
- 4.—That unless there is previous notice to the effect that the person holding the chop has limited powers, or that there is some fraud, the firm must be responsible for the chop used by the said person, whether it had his signature or not.

Loss to be Advertised.

Mr. Ho Kwong proposed that another item be added, that if any firm loses its chop, it must immediately advertise in the newspapers announcing the loss.

Proposed by Mr. Ho Yew and seconded by Mr. Ma Chu-chiu, the motion was carried unanimously. Other business was also discussed, and the meeting terminated at 4 p.m.

TRAMCAR FATALITY.

WOMAN WITH BOUND FEET.

West Point Accident.

An inquiry into the death of a woman who had had her feet bound, and who was knocked down by a tramcar at West Point, was conducted by Major C. Willson and a jury at the Central Magistracy yesterday.

Mr. G. K. Hall Brutton appeared for the family, and Mr. R. A. Wadeson represented the Tramway Company.

A son who gave evidence of identification, said his mother was admitted to the Government Civil Hospital on January 8 and died a week later.

Dr. D. J. Valentine, Medical Officer in charge of the Government Civil Hospital, said the woman was admitted with a crushed foot and a broken arm. She was suffering a good deal from shock and loss of blood.

Foot Amputated.

It was found necessary to amputate the foot on the same afternoon. During the succeeding days her condition got worse, and she died on the afternoon of January 15. Death was due to blood poisoning and heart failure.

In answer to Mr. Brutton, witness said that the blood poisoning was probably caused by the accident.

The driver of tramcar No. 11 said he was driving his car from Causeway Bay to Whitty Street on January 8. When outside the Tai Ping Theatre at West Point, and a few yards from the stopping place, he saw tramcar No. 17 coming in the opposite direction.

About this time a woman crossed his track and stepped on to the other track. She tried to cross the tracks obliquely and was struck by tramcar 17 and knocked down.

Only a Few Feet Away.

Both cars were stopped, and it was found that the woman's feet were underneath the tram car and were touching the front wheel.

In reply to a question by Mr. Wadeson, witness said that when he first saw the woman she was about 8 feet from car No. 17.

He heard the driver of No. 17 sound his gong, and the woman kept on her way. At that time she was facing witness's car. In reply to further questions witness said the car was travelling at the usual speed.

The driver of the car which knocked the woman down, said she was seven or eight feet away when he first saw her. He sounded his gong, but she paid no attention to it. He applied both brakes and was travelling at the usual speed at the time. Asked in what distance he could stop his car, witness said in seven or eight feet.

The inquiry was adjourned until Wednesday afternoon.

NAVAL ECONOMY.

FIRST LORD'S CLAIM OF SAVINGS.

New Construction Covered.

Rugby, Jan. 29.

The First Lord of the Admiralty, Mr. W. C. Bridgeman, in a speech at Bridgwater, last night, referred to the efforts to achieve economy at the Admiralty.

He said that although he could not reveal the actual sum, they had made extraordinary progress, and would at any rate provide out of their savings at least a sum equivalent to that which new construction would cost.—British Wireless.

THOSE FORGED BANKNOTES.

STILL THE SUBJECT OF HUNGARIAN COMMOION.

French Police Active.

Budapest, July 29.

The forged banknotes affair continues to be the subject of inquiry by the Parliamentary committee. A police inquiry is demanded.

The French authorities are also pursuing the subject, and the French Police Commissioner, M. Doulet, is reported to be urging re-examination of Prince Windischgrätz and Nadosy in order to clear up the alleged discrepancies in their evidence. M. Doulet has also declared that it must be ascertained where the paper used in the manufacture of the forged notes was procured, and where the machinery used in the process has been hidden, for the French authorities are of opinion that it might yet be found in Hungary.

The Premier, Count Bethlen, in a speech with regard to the affair, declared that if it were found the Cabinet had made mistakes, they would resign. He was determined to clear up the affair. The Government had nothing to hide. Attacks from abroad originated from some despicable Hungarians who knew their only chance of success was to plunge honest leaders into the mire.—Reuter.

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Nice selection of French fancy boxes just arrived from France by the "Andre Lebon."

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DON

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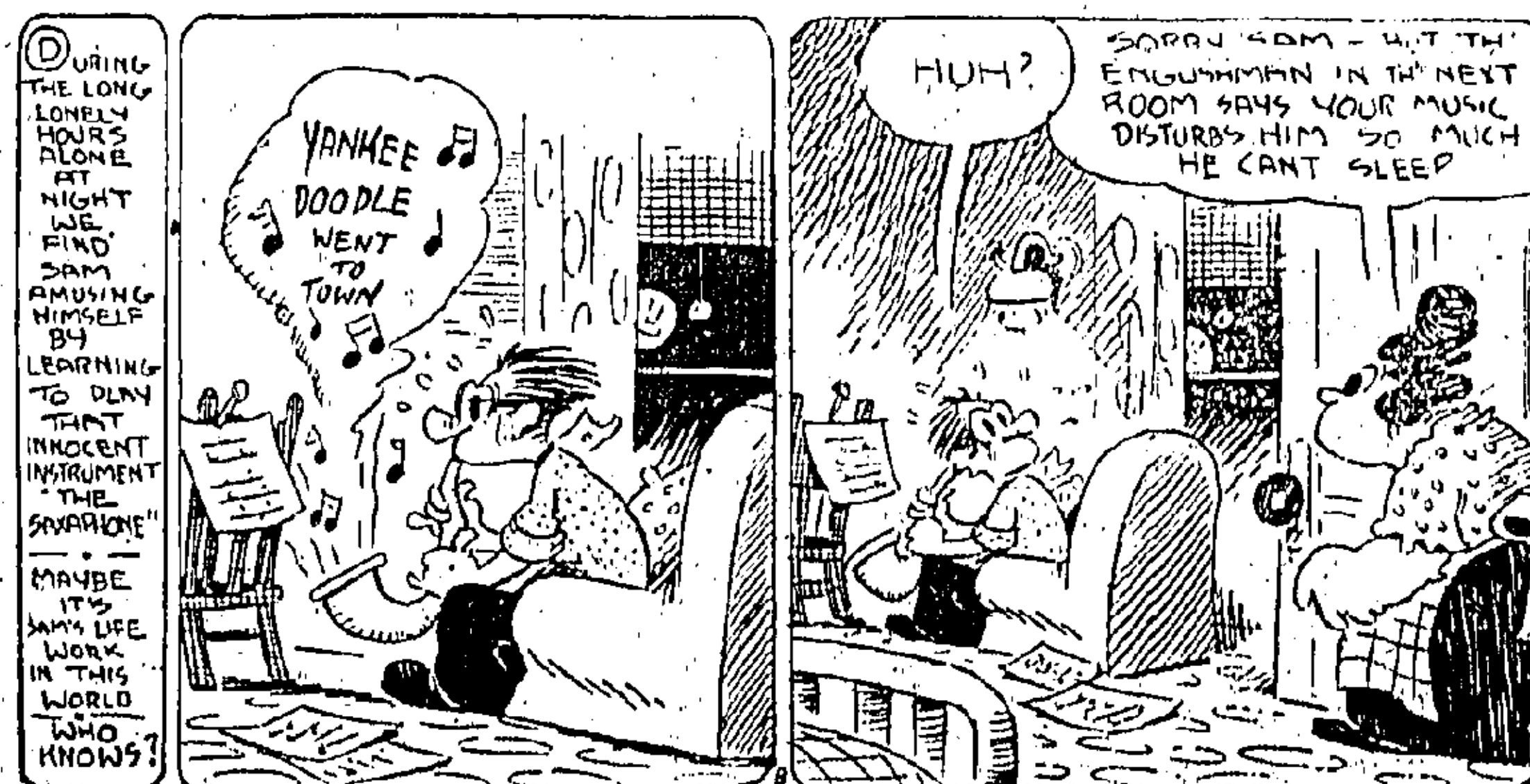
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during tiffin and afternoon tea.

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But Curiosity has educated Man. All present day knowledge exists because at different time some individual was curious, and demanded to know why. To-day, the successful man is The Man who Knows. No matter how much you know, there is always more to be learned. If you would increase your success, you MUST increase your knowledge.

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REMOVAL NOTICE

We beg to inform our Customers that we will remove to more commodious premises at

No. 3A DUDELL STREET

on February 1st, 1926.

YING WAH GIRLS' SCHOOL.

LADY CLEMENTI DISTRIBUTES PRIZES.

Headmistress Reports Successful Year.

Lady Clementi attended yesterday at the Chinese Y. M. C. A. to distribute the certificates to the successful scholars of the Ying Wah Girls' School. The function took place in the auditorium and was attended by many relatives and friends of the pupils and a good sprinkling of Europeans interested in the work of the school.

The chair was taken by the Rev. Cheung Cheuk-ling and others on the platform were Miss Hutchinson (principal), the Rev. T. W. Pearce and members of the staff of the school.

The Report.

In her report of the year's work, Miss Hutchinson stated that the year had been very successful in all departments in spite of the fact that they started with a great disappointment. This was the departure of Miss Harvey, who had to return to England on account of her mother. She had only just previously returned from furlough and during the year she had been much missed by the staff and pupils.

She went on to give a detailed statement regarding each class and department and added that attendances had kept up very well. In the first half of the year there were 200 pupils on the books and the average attendance was 267. In the second half there were 211 and the average attendance was 228. She mentioned that the kindergarten department had made much progress but they would be very grateful if some kind friend could provide them with a piano for this department. It would greatly help in the work and make matters go much more harmoniously.

Loyalty of Staff.

She wished to thank very sincerely the staff, both English and Chinese, for their loyal co-operation during the year. During the year a Chinese games mistress had been appointed for the senior classes.

The school branch of the Y. W. C. A. had done good work during the year and in November its 10th anniversary was suitably celebrated. In closing, she thanked parents for their co-operation, especially during the strike period. (Applause.)

School Memories.

Lady Clementi, before distributing the certificates, said it gave her great pleasure to be there to make the acquaintance of the scholars. When she visited schools, she found her mind going back to the days when she used to sit among the scholars and not upon a platform on prize-giving days. She remembered how very different things appeared then and she used to wonder what was the use of learning the things she was taught. Later she realised how useful it all was and wished she had learned more.

Home Nursing.

She noticed in the 1924 report that 23 candidates from the school qualified in the St. John's Ambulance junior home nursing examination, and although there were no successful candidates for 1925 mentioned she hoped the work was being kept up. She was glad to see prominence given to games and drill and complimented the school on the acquisition of a games mistress. (Applause.)

After the presentation of certificates to the successful pupils, the Rev. Dr. T. W. Pearce voiced the thanks of the school to the Chairman for presiding. Lady Clementi for honouring them by her attendance and to the Y. M. C. A. for the use of the auditorium for the meeting.

Afterwards there was a musical programme by the scholars. They sang the school song and gave songs, action songs, a pianoforte solo and folk dancing, all of which were much enjoyed.

RUSSIA AND CHINA.

Moscow, Jan. 29.

The Tass agency states that as a result of an exchange of views between the Soviet Consul-General at Mukden and Marshal Chang Tso-lin, the latter has ordered the officials and employees of the Chinese Eastern Railway to resume work.—*Reuter*.

LABOUR AND LIBERALISM.

MR. SNOWDEN'S FORECAST OF NEXT PARLIAMENT.

Must Have Freedom.

Rugby, Jan. 29.

Referring to the suggestion of co-operation in Parliament between Labour and Liberal parties, Mr. Philip Snowden contemplates the possibility of Labour being represented by the largest party, with the Liberals holding the balance of power. If in the next Parliament the Liberals were willing to support Labour, his own party, he said, would be ready to accept from any section anything which that section would give and of which Labour approved.

Labour was willing to co-operate with any party in getting something they wanted to secure, but no Labour Government would ever accept help from any other group except on condition that it had perfect freedom in the constituencies and was not shackled in the slightest degree.—*British Wireless*.

THE LATE VISCOUNT KATO.

EULOGISTIC REFERENCES IN EUROPE.

Tokyo, Jan. 29.

This morning's papers unanimously deplore Viscount Kato's death, paying high tribute to the ex-Premier's qualities. Most of the papers consider that the Kenseikai Ministry should remain, as early stabilisation of the political situation outweighs all other considerations.

The general consensus of opinion among the papers and publicists is that Mr. Wakatsuki is fully qualified for the Premiership, though the *Jiji* reports that a section of the Upper House consider the Kenseikai well-advised to form a coalition with the Seiyu-ho, under Baron Yamamoto, who, it is stated, commands the confidence of both parties. The *Asahi*, though advocating continuance of the Ministry under Mr. Wakatsuki, thinks it would be fairest to dissolve the Diet for the purpose of weighing public confidence.—*Reuter*.

Mr. Wakatsuki Called Upon.

Tokyo, Jan. 29.

Mr. Wakatsuki has been summoned to form a new Ministry.—*Reuter*.

Eulogistic References.

London, Jan. 29.

The late Viscount Kato is the subject of long and eulogistic obituary references in the London morning papers, dwelling on his friendship towards England, which was instrumental in initiating the Anglo-Japanese alliance.

The *Morning Post* in a leader regrets the departure from a written alliance, which provided the basis of a joint policy in China, which was never needed more than to-day. It says a common understanding among all the Powers may not be possible, but the immediate needs of the situation will be served by close Anglo-Japanese accord.—*Reuter*.

PROPERTY SALE.

SLACK BIDDING FOR ELGIN STREET LOT.

There was a small attendance at the Auction Rooms of Mr. A.G. da Rocha yesterday afternoon, when property in Elgin Street was put up for sale by order of the mortgagees and knocked down for \$25,400 after only four bids.

The property sold was Sub-section 3 of Section A of Inland Lot No. 121, having an area of approximately 1,771 square feet, and the buildings thereon known as No. 45 Elgin Street, held under Crown Lease for a term of 924 years from 1879, at an annual Crown Rent of \$8.

Opening at \$25,000, with bids of \$100 acceptable, two bids each at this figure were made by opposing parties, the sale being completed in favour of the Sang Yuen Land Investment and Loan Co., for the sum stated above.

PRINCE PROGRESSING.

London, Jan. 29.

It is officially learned that the Prince of Wales passed a good night and is progressing satisfactorily. In view of the circumstances, the issue of a formal bulletin is improbable.—*Reuter*.

A MOCK TRIAL.

ENTERTAINMENT AT ST. ANDREW'S HALL.

Club Members' Effort.

A variation from the usual socials organised by the committee of the St. Andrew's Young Men's Club, the monthly function last night took the form of a cinematograph show and a "Mock Trial," a comedy written by Mr. P. Sands, vice-President of the Club.

The hall was packed by members and their friends and, as at all previous socials, a very happy time was spent both by the audience and those taking part in the play, which composed the second half of the programme, the cinematograph show occupying the first part. During the interval light refreshments were served.

Those who took part in the Mock Trial were: Judge (Mr. P. Sands), Counsel for the Prosecution (Rev. G. E. Arrowsmith), Counsel for the Defence (Mr. C. E. Wong), Prisoner (Mr. F. N. W. Doodha), Police Constable (Mr. Bannister), Clerk of the Court (Mr. R. H. Wong), Usher (Mr. G. N. Mackenzie), Witnesses (Mrs. Vessouma and Mr. R. Nichols). The members of the jury were Messrs. J. Howell (foreman), W. Urquhart, P. White, H. Clayton, Miss M. White and Mrs. G. E. Arrowsmith.

The stage arrangements were in the hands of Mr. C. H. Mitchell, who is to be congratulated on the excellent results of his untiring efforts.

At the annual meeting held on Wednesday, the following officials were elected: President, Rev. G. E. Arrowsmith; vice-Presidents, Rev. G. R. Lindsay and Mr. P. Sands; Secretary, Mr. F. N. Doodha; Treasurer, Mr. C. Whitley; Committee, Messrs. Bannister, P. White, R. H. Wong and C. E. Wong.

MANSLAUGHTER CHARGE.

SEQUEL TO A FIGHT AT MORRISON HILL.

Story of Coolie Quarrel.

A recent coolie quarrel at Morrison Hill, had a sequel at the Central Magistracy yesterday, when Hui Kan-sung was charged with the manslaughter of Li Tit on January 8. Both men were earth coolies engaged on the demolition of Morrison Hill.

Mr. T. S. Whyte-Smith appeared for the prosecution. Defendant was not legally represented.

Dr. E. P. Minett, Government Bacteriologist and Officer in Charge of Mortuaries, said he performed a post mortem examination on the body of Li Tit on January 9. There were no external signs of violence. The man had a triangular rupture of the spleen, and the spleen itself was enlarged and its pulp was soft and friable.

It was larger than the average—most probably due to malaria. The rupture, leading to hemorrhage and syncope, was the cause of death. It might have been caused either by a blow or a fall.

Blows Follow Quarrel.

The supervisor of a gang of coolies working on the Northside of the hill, said both the defendant and Li Tit were in his gang on January 8. He saw the two men fighting, defendant striking the other man several times in the stomach.

Blows were exchanged on both sides and Li Tit called out, "You have hurt me." He began to stagger and then fell to the ground. Witness seized defendant and took him to the police station. Li Tit was on the ground, apparently in a dying condition.

Defendant told him that Li Tit had accused him of laziness, and later they had cursed each other, defendant then striking the other man. Li Tit did not look strong and not infrequently he was away from work on the ground of sickness.

Other coolies gave similar evidence. Defendant denied striking Li Tit, and said several other men assaulted him and then ran away.

He was committed for trial at the Criminal Sessions.

Columbia New process RECORDS

926—MERRY ENGLAND ... VOCAL GEMS
927—THE BEGGAR'S OPERA ... SELECTION
919—LILAC TIME ... SELECTION
943—KATINKA ... SELECTION
659—CHU-CHIN-CHOW ... VOCAL GEMS
666—MAID OF THE MOUNTAINS ... SELECTION
931—MUSIC BOX REVUE ... SELECTION
957—THE BEAUTY PRIZE ... SELECTION
958—HEAD OVER HEELS ... SELECTION
9035—KATJA THE DANCER ... SELECTION

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Use Electricity for heating—
as it suits your purpose and your pocket

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Electric Heating and Cooking are developing rapidly and all the time becoming cheaper in consequence of the increasing demand.

ELECTRICITY is made from coal, often too poor in quality for any other use.

ELECTRICITY brings direct to you the heat of the coal, in a form ready for use without dirt or labour.

ELECTRICITY is replacing all other means of Lighting and Power.

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National interests will NOT be endangered by the wider use of that universal carrier of Light, Heat and Power

ELECTRICITY.

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SHOWROOM: 62, Nathan Road, Kowloon.
Telephone No. K. 677.



E. HING & CO.

SHIPBUILDING MATERIALS SHIP CHANDLERS
HARDWARE MERCHANTS.
PHONE CENTRAL No. 1116. WING WOO ST.
TEL. 25, Central.

YOU NEED FIRE PROTECTION



You cannot say that FIRE will not break out in your house.

But you can provide adequate and simple protection by installing the world's best Chemical Extinguisher. Delay may be fatal. Ask us to quote you immediately for the most suitable type for your particular need.

Foamite Firefoam

The United Asbestos Oriental Agency, Ltd.
2, Queen's Buildings. Tel. C. 236.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)
The following replies are awaiting collection—
1314, 1320, 1376, 1384, 1385,
1392, 1342, 1397, 1409, 1418,
1375 1439, 1441, 1442

TUITION

SPANISH LANGUAGE TUITION—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

SITUATIONS VACANT

Experienced, competent and hard working Shortland-Tylist required. Male preferred. Write fully (in confidence) to Box No. 1444 c/o "Hongkong Telegraph."

WANTED.

WANTED TO PURCHASE.—Gramophone with records, or gramophone or records separate. State make and price to Box No. 1442 c/o "Hongkong Telegraph."

LOST.

On 27th Inst between H. M. S. Tamar and Seth's Corner, part of diamond and pearl earring. Reply Box No. 1443 c/o "Hongkong Telegraph."

PREMISES TO LET.

VICTORIA HOTEL, QUIET RESIDENTIAL APARTMENTS. Full board from \$1 daily. Special family rates. 1 minute from ferry. Next new hotel Harkow Road, Kowloon. Tel. K. 337.

TO LET.—Two spacious Office rooms in Central locality, moderate rent. Apply to Post Office Box 323.

GROUND FLOOR PREMISES "ST. GEORGE'S BUILDING," opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st Floor.

FOR SALE. Direct from London and Paris, a few Evening and Afternoon Frocks suitable for the races. Particulars from Box No. 1436 Hongkong Telegraph.

TO LET.—From 1st April to 31st December, furnished, top floor flat of four large rooms with kitchen and gas stove, pantry, store room, bathroom with keyser, etc.
Apply W. S. Bailey, 4 Armond Bldg., Kimberly Road, Kowloon.

TO LET.—Two large rooms excellently situated for offices on the 2nd floor and one large room on the 3rd floor of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building.

TO LET self contained flat in Armond Buildings, Kowloon, four large rooms, kitchen, servants quarters &c. furniture and fittings may be taken over if required. Apply Post Office Box 609, Hongkong.

TO LET.—One European flat, Wanchoi Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET.—Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

MISCELLANEOUS.

TO LET Glenealy, two houses of three flats each. Can be used as private house, Mess, or flats. Also other houses and flats. Telephone 4630 Small investors.

DRAWING FOR "MODERN ELOQUENCE." January 30th, at 8 p.m. PLACE: (Chinese) Y.M.C.A. Junior Division, Tsu-Man-Kok Stationer, No. 71 Holly-wood Road.

FOR SALE.

FOR SALE.—Special Offer for 10 days. Woollen Stockings at \$1 per pair. Usual price \$1.90. Only limited quantity in stock. The MUTUAL CO., D'Aguilar St.

COMPLETE furniture practically new comprising: Drawing Room—Dining Room—Bedroom—Hall and Cloakery etc. also cupboards. For immediate sale. Apply to R. ROSENBERGER No. 3, Queen's Building.

FOR SALE.—STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

NOTICE.

There will be a Rugger-Dinner held at Hongkong Volunteer Headquarters on Saturday, 6th February. Will all members who wish to attend notify G. P. Lammert, c/o W. R. Loxley & Co., not later than Wednesday 3rd instant. Admission about \$5.

NOTICE.

TO EX-MEMBERS OF THE R.F.C. R.N.A.S. AND R.A.F.

A dinner will be held at the Ritz Cafe, at 8 p.m., on SATURDAY, the 30th.

Will all who are interested and who wish to attend, kindly communicate with the undersigned.

J. A. BARTON,
Messrs. Butterfield & Swire
Hongkong, Jan. 27, 1926.

NOTICE OF REMOVAL

The Public is cordially notified that on and after the 1st Feb. next, the business of the National Commercial and Savings Bank, Ltd., will be carried on in their new premises, Nos. 144-150, Des Voeux Road, Central.

For THE NATIONAL COMMERCIAL & SAVINGS BANK, LTD.

Wong Kwok Shuen,
Chief Manager.
January 29th 1926.

THE HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS

THE ONE HUNDRED AND SIXTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 44, Des Voeux Road, on TUESDAY 16th FEBRUARY 1926 at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY 3rd FEBRUARY to TUESDAY 16th FEBRUARY 1926, both days inclusive, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors.
JOHN ARNOLD,
Secretary.
Hongkong, 26th January, 1926.

CHURCH SERVICES.

St. Andrew's Church, Kowloon. Thank-offering Sunday. Special Services throughout the Day; 8.15 a.m., 11 a.m. and at 6 p.m. a great service of Dedication. Anthem "I was glad when they said unto me, let us go into the House of the Lord." (Salvey).

THE HONGKONG ROPE MANUFACTURING CO. LTD.

With reference to the Notice to the Shareholders of this Company dated 20th October, 1925, whereby the Final Call of \$5.00 per share on the New Shares was made payable on 1st February, 1926, instead of 2nd November, 1925, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of this Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 1st April, 1926, and that the Form of Bankers' Receipt already sent to Shareholders can be used as though the date named therein were the 1st April, 1926.

For the Hongkong Rope Manufacturing Company, Limited.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, January 27, 1926.

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL
To-night at 9.15 p.m.

Fifth Tournament of the Season.

MAIN EVENT
Fifteen Round Contest for the

Welterweight Belt.

C.P.O. Jim Cartridge.

Royal Naval Dockyard

A. B. Ewin

H.M.S. "HERMES"

And about four other Contests.

BOOKING at Moutrie's for Members only on THURSDAY, the 28th instant. GENERAL PUBLIC on FRIDAY, the 29th and Saturday, the 30th instant.

PRICES:—\$5, \$3 and \$1.

Hongkong, Jan. 25, 1926.

NIPPON YUSEN KAISHA

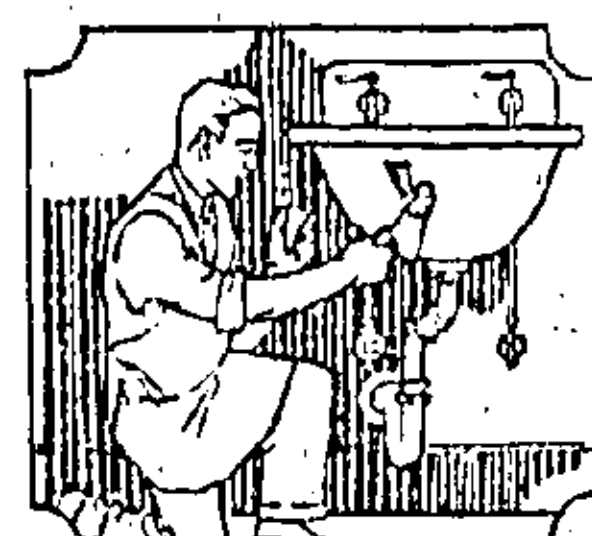
NOTICE TO CONSIGNEES & UNDERWRITERS

GENERAL AVERAGE S.S. "DAKAR MARU."

(Due here on or about 15th February, 1926)

It is hereby notified to all concerned that the s.s. "DAKAR MARU," having cargo on board from Dunkirk, Antwerp, Rotterdam and Bremen, was in collision with the Greek s.s. "ELEFTHERIOS VENIZLOS" in the Elbe River on the 20th December 1925, and it has been declared to form General Average.

Consignees of Cargo from the aforesaid ports are requested to sign General Average Bond at our Office and pay a deposit of one (1) per cent of the valuation of their Consignments before B-Lading will be countersigned for delivery.



PLUMBING

We employ an expert staff under European Supervision

Estimates Given

Repairs a Specialty.

C. E. WARREN & Co., LTD.
CHINA BUILDING
Opposite Queen's Theatre
TEL. C. 269.

IMPORTANT NOTICE.

LAMMERT BROS.

Sale of Blankets, Plush Table Covers, Linen, etc.
(Salvage ex "Hongkong Fire")

will be held
on TUESDAY,
the 2nd February, 1926
commencing at 11 a.m.
at No. 5, Duddell Street

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, 30th January, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,
February 1st, 1926, commencing at 2.30 p.m. at No. 1 Highburgh Terrace, Kowloon Dock, Hongkong.

A Large Quantity of Valuable Household Furniture.

Comprising:—
Teak Hatstand, Blackwood Pedestals, Chairs, Card Table, Bookcases, Fire Screens, Tables, Leather Covered Couch, Teak and Leather Covered Chairs, Vases, China Cabinet, Easy Chairs, Table Fans, etc., etc.
Teak Extension Dining Table. Teak Sideboards with Bevelled Mirror, Teak Dinner Wagon, Dining Chairs, Crockery, Cutlery, Glass Ware, Cooking Utensils, Teak Ice Chest, etc., etc.
Teak and Iron Single and Double Bedsteads, Teak Wardrobes with Bevelled Mirrors, Teak Dressing Tables with Bevelled Mirrors, Teak Chest of Drawers, Teak Washstand, Side Tables, Medicine Chests, Commodes, Towel Racks, Clothes Hangers, etc., etc.

And

1 Gramophone with Records.

Catalogues will be issued.

On view from Sunday, January 31st, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, Jan. 25, 1926.

RUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.
IMPORTERS, EXPORTERS & GENERAL BROKERS.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

For STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bill of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.

The Steamship "DELTA"

Capt. F. Sedell R.D., R.N.R., F.R.G.S. carrying His Majesty's Mails, will be despatched from this port on or about Thursday, the 4th February 1926, at noon, taking Passengers and Cargo for the about Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this office until 5 p.m. the day before sailing. The contents and value of all packages must be declared.

For further particulars, apply to MACKINNON, MACKENZIE & COMPANY.

Agents.
Hongkong, 30th January, 1926.

12,000 CLOCKS.

AN INTERESTING VIENNA MUSEUM.

The Vienna Museum of Clocks and Watches is the largest museum of this kind in the world; in Europe only Geneva and Stuttgart can boast of similar collection, but these cannot rival that of Vienna. Until 1917, the collections were in the hands of Herr Hugo Kaftan, who is at present director of the Museum; but it was not till 1922 that the public was able to see it, after it had been properly housed and arranged.

The Museum is not only charming in itself, but of historic and cultural importance. Imagine the ticking and occasional chiming of some 12,000 clocks and watches, the gurgling and other strange noises of many centuries' old clocks before they strike. No fewer than 10,000 of the exhibits were handed over by Herr Kaftan—his private collection. The other 2,000 were presented by the Municipality of Vienna.

Specimens of every kind of clock and watch from the beginning of the sixteenth century are to be seen. Beautifully chiselled watches, old clocks with spindles, curious grandfather clocks, clock of spires and public buildings, wooden clocks, "night-clocks" dating from the seventeenth century, and many rare and complicated specimens interesting from the technical standpoint, make up a collection unique in its way.

POLISH POISONING MYSTERY.

ROMANCE OF £3,000,000 FORTUNE.

A remarkable mystery is connected with the fortune of £3,000,000 left by an Australian to a relation in Poland reported by the correspondent of the *Berliner Tageblatt* at Lodz. Some time ago a man named Reich, living in the suburbs of the Polish Manchester, received a letter from Sydney advising him that he had inherited the sum named. The writer of the letter, a solicitor named Rain, stated that he was the executor of the will. Some correspondence passed between Lodz and Sydney on the subject, and was closed by a telegram from Rain stating that he had arranged all formalities and was leaving at once for Europe to hand over the titles to the property.

Later the heir received from Warsaw another telegram, in which Rain stated that he would meet him at Lodz two days later.

On the day appointed Reich went into the town and returned home about midnight. He appears to have said nothing to his wife about meeting with Rain, but on the two following days he also went into Lodz and came home very late. On his last return he was taken suddenly ill, complained of violent pains, and died about midnight. The doctor who was called in stated that he had died of apoplexy, but autopsy revealed that he had been poisoned. Inquiries in Warsaw showed that no lawyer from Australia had been at the hotel at which the second telegram stated that Rain was staying.

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SHIP'S CAPTAIN FINED.

QUARANTINE REGULATION IGNORED.

Before Commander G. F. Hole, at the Marine Court this morning, Capt. S. M. Byrne, master of the Shansi, was charged with failing to proceed to the quarantine anchorage on entering the harbour on January 16th; and with allowing members of the crew to "land" without the customary medical examination.

Dr. I. Newton said they were notified that the port of Shanghai, from which the defendant's boat sailed, was infected with small-pox. On January 12th, another boat entered the harbour in the same manner from Shanghai, and the office there was warned. At the present moment there were at Shanghai 136 cases among the European population, and between three and four hundred among the Chinese. Three cases had been brought into Hongkong harbour since January 1st.

A fine of \$100, or two months' hard labour, was imposed.

STRIKE "ARMISTICE".

CONDITIONS OF VISITING CANTON.

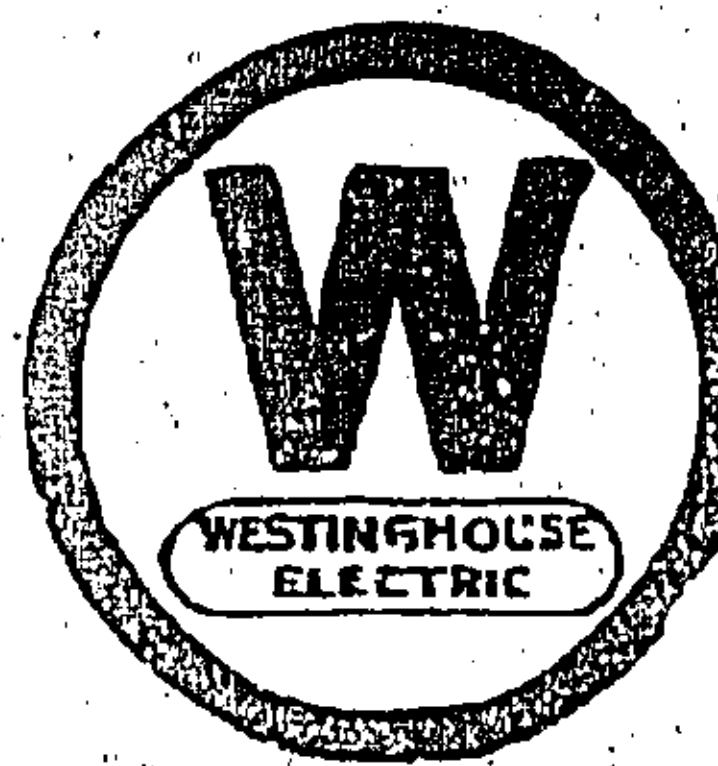
It is reported that a Committee meeting held last night of the Fraternity Party which recently visited Canton, the announcement was made that, in order to enable members to attend to the work of the erection of the "Memorial Pavilion" on the Kun Yam Hill, members of the party would be allowed to travel between Hongkong and Canton without the necessity of obtaining permits. It was further announced that members of the general public duly introduced by members of the Fraternity Party would receive the same treatment, provided that a donation of \$10 was made towards the cost of the erection of the Pavilion. It is understood that this special arrangement is to have effect as from to-day, terminating on the 22nd February.

AGE OF HUMAN RACE.

STILL IN INFANCY.

Sir Oliver Lodge, in a recent address on evolution, given at Westminster, viewed man as an infant on the earth, and an infant with perhaps a lot of time to grow up in. He believed the order of evolution was first some grade of plant, then water beasts, then land beasts. The first truly land animals were lizards or reptiles, some of which took to the air and became birds, while others developed into mammals which were in the line of human ancestry and were comparatively late comers on this planet. We could not readily follow the whole process of man's evolution, which must have been very gradual, but at some stage a special kind of consciousness must have begun, and these higher faculties must have shown themselves markedly in some early human ancestors. They had an "imagination" which gave the assurance that higher beings must exist, although they were not apparent to the senses, a feeling of awe at the unknown power by which they were surrounded. Here was the first crude idea of religion, and if we supposed we had attained to perfection in the matter of such development as this, we were surely mistaken. It was not easy to specify at what stage the developing creature might be called "human" but he thought all agreed that it was only a case of thousands of years, perhaps 50,000, perhaps 100,000, but certainly a short time. So far as humanity was concerned we were still in the morning of the times and the human race was still in its infancy. The human race began but a short time ago and might have millions of years before it on this planet.

Although the Ministry of Health had promised to place no obstacles in the way of the purchase of 4,000 acres, on the outskirts of Manchester by the corporation, the Housing Committee yesterday definitely decided to reject the scheme. It was proposed to build on the Wythenshawe estate 50,000 houses for the accommodation of 200,000 people.



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Orders taken for knitting in wool or silk

K. BESWICK, Supt.
Telephone K. 101.

TEST CRICKET.

Sydney, Jan. 29.

The Board of Control has approved of the selection of Everett, of New South Wales, to complete the team to tour England.

Reuter.

Everett was recently mentioned as the probable sixteenth man in the team. Bowling for N. S. W. against Victoria three days ago, he took 4 for 57 and 5 for 91, respectively.

Heavy copper coloured clouds appeared over Singapore one afternoon recently, threatening a storm

BUYING ELEPHANTS.

EXPERIENCES IN BURMA.

Both elephants and teak are indigenous to Burma, and with the invaluable assistance of the former, the latter is shipped in large quantities to all parts of the world.

Thousands of elephants are kept hard at work during the rainy season pushing and hauling huge baulks of timber into the rapidly swelling nullahs, where they are first formed into rafts, and then started on their journey to the saw-mills in many cases hundreds of miles distant.

From time to time it becomes necessary to replenish or increase the stock of elephants, and an experienced "jungle-wallah" is deputed for this responsible task.

Like the horse, an elephant has good and bad points, and as the price of a partly trained worker ranges from £200 to £600, it is evident that great care and experience are essential in making the purchases.

The condition of the skin, the girth, height, shape and length of legs, and tusks (if a male) must all be carefully weighed up, and it is advisable always to examine carefully for old brand marks, for some of the elephants brought by the wily Siamese for sale have sometimes strayed from their camps, been requisitioned and passed off as newly-captured and trained from the wild.

Gangs of Dacoits still abound in Burma, and many Europeans have lost their lives at the hands of these outlaws while on an elephant buying expedition.

In the first place, a Burmese broker arranges with the vendors (in many cases Siamese jungle-wallahs) a suitable spot for the Thakin or Suik to see the elephants at work in order that he may gain some idea as to how far they have been trained. This done, the Thakin starts off on his journey from headquarters with a considerable sum of money in silver (rupees) packed tightly into numerous wooden boxes. The reason for carrying the money in this way is that the average elephant merchant does not understand paper money and will not accept it, according. Dacoits are continually on the look-out for opportunities of this kind, and although military police guards are furnished in some districts the money has repeatedly been stolen and the Thakins murdered.

On arrival at the pre-arranged spot—usually a clearing in the jungle outside a small village—the Thakin views the animals whose points he approves of at work; and after a certain amount of bargaining a price is arranged and paid out forthwith, much to the relief of the Thakin as he sees his stack of rupees dwindling rapidly away.

Perhaps some ten or more new workers are acquired in this way, and the next move is to see them branded, and started on the march to the scene of their future activities.

These extraordinary animals exhibit signs of considerable trepidation at the idea of being branded but the process is not a painful one, and they very soon regain their composure, on being permitted to roam a while before they are prepared for marching.

Elephants are not marched during the heat of the day, but the journey is accomplished in early morning and evening stages. On occasions a serious obstacle in the shape of a river comes in the way of the march, and neither persuasion nor driving will induce our friends, usually so partial to water, to swim to the opposite bank. The services of a steam launch have to be requisitioned in order to overcome this difficulty, and the elephants are forthwith marched to a part of the river where the near bank is steep and the opposite side shelving. They are then led one by one to the edge of the steep bank, their forelegs fettered near the feet, and a stout line made fast round the fetter at one end, and to the stern of the launch at the other. The signal is then given for full speed ahead on the launch, and after a few moments' terrific resistance the elephant has to give way and is hauled unceremoniously head over heels into the deep water below him. He is then towed with only just the tip of his trunk visible above water until he finds his feet on the opposite shelving bank. A driver then swims from the launch to the elephant's neck, and perched thereon, drives him, hobbled, out of the water. The process is repeated with No. 2, who, with the others, has been

SLEEP.

ONE EFFECT OF COLD WEATHER.

Many people are aware, in these days, of the soporific effect of cold weather. But why a fall in the thermometer should induce to drowsiness remains something of a mystery, unless, indeed, the view be accepted that man shares with certain animals the tendency to hibernate. Against such an explanation is the fact that, in very hot weather sleep is also near at hand. Thus it would seem that Nature is able to shield herself against an uncongenial environment by the simple process of shutting her eyes to it. That idea was propounded recently, in scientific form, by the Russian physiologist Pavlov. He carried out on dogs a number of experiments of a highly interesting and diverting character. The animals were accustomed, in the first instance, to associate certain sounds with the approach of meal time. When a gong was struck or a bell was rung they knew that food was on the way. Then, one day, a change was instituted. The gong was struck as usual and the bell was rung; but the coming of the expected food was delayed. The disappointed animal immediately fell asleep. Further, it was found that sleep could always be induced by inflicting such disappointments on appetite. It is, perhaps, permissible to argue from this that the act of falling asleep, expresses resignation in face of circumstances which are too difficult or too distressing to be coped with. The tired man flings himself on his couch because no longer can he respond to the calls made on him by his surroundings. And thus, by the very act of surrender, he gathers new force to continue the struggle. Sleep, from this point of view, is a kind of "shunning death"—the resort of the weak and the disappointed in the face of inexorable circumstance. How far that conception can be reconciled with more ordinary opinions it is difficult to say. A few years ago Sir Frederick Mott brought forward evidence that the brain which has been deprived, for long periods, of sleep loses from its cells a substance necessary to vital activity. Sleep alone is capable of effecting a restoration of that substance. It might perhaps be argued from this that the most active brains require the longest periods of sleep, but history furnishes many examples to the contrary. The Emperor Napoleon, for example, was notoriously a "short sleeper." He was capable of doing without sleep altogether for nights in succession and his normal habit was to sleep only for two hours at a time. Thus his nights were always "broken." His case is not an isolated one. Very active minds seem to resent the "natural penalty" of sleep and contrive, in some cases at any rate, to mitigate it to the extent of two or three hours below what physicians are wont to describe as the minimum, consistent with good health. Dull brains, on the contrary, are often sleepy brains. In this, as in so many other matters, what is one man's meat seems to be another man's poison.

kept well in the background, and so on until all are safely across. This rough and ready method has been in vogue for many years in Burma, and there is a part of the Salween River rather above the village of Shwaygun, which has been the scene of many such operations. On very rare occasions the tow rope has been known to part, and the fettered elephant carried away down stream and eventually drowned.

In cases where eight or ten elephants have to be transported in the manner described, the whole day is usually given to the task, and, once across, the still fettered animals are allowed to roam and feed at will while their respective drivers gather together and discuss the day's work.

The Thakin having issued final instructions to the drivers, now retires to the nearest bungalow after a trying, but none the less satisfactory time, and having disposed of his numerous boxes of rupees, he turns in for the night and forgets his revolver. On the following morning before the dawn breaks there is great activity in the drivers' camp and a general round-up of straying elephants commences. The drivers disappear, and one by one they return with their respective charges, who are by this time unfettered and concentrated at a given spot ready for the next stages of the march.

LONDON UNDER THE X-RAYS.

INTERESTING FACTS AND FIGURES OF THE GREAT METROPOLIS.

Many queer little facts about London that are of interest to many but known to few, are to be found in the "Statistical Abstract for London 1924-25"—the all-about-London book compiled by the Clerk to the L.C.C. and issued by the Council.

Here, for example, is shown what a City of Widows London is. There are 223,615 of them, compared with 72,459 widowers.

Births, deaths, and marriages—population and rates—the food we eat and the drinks we drink—the way we travel and the way we attend the museums; all these things are set out.

In the very first line of the "Abstract" is the interesting fact that the population of the City in 1801 was 128,128, as against 13,709 at the last census.

That, of course, is the resident population. The day population in 1881 was 261,061; and by 1921 it had increased to 436,721.

Islington's population in 1801 was 10,212; in 1921 it was 330,737. The population per acre is highest in Newington—182, and lowest in Eltham—8.

Wandsworth, with 328,307, has the largest borough population. The highest birth-rate is that of Shoreditch—25 per 1,000. The lowest is the City's—7.2. Southwark has the highest death-rate 14.1. Woolwich has the lowest—11.

POPULAR DISTINCTION.

The figures apply to the Administrative County only. The number of civilian deaths in 1915 was 72,333; last year 55,887. The deaths of children under a year old have decreased from 11,464 to 5,904 in the same period.

The worst recent influenza year was 1918, with 13,085 deaths, as compared with 764 in 1923 and 1,680 last year. Deaths from bronchitis have declined from 7,058 to 4,481 in the decade.

The expenditure of the borough councils has gone up from five millions in 1911-12 to more than double. Including the City—with its £6,748,924—the rateable value is over £50,000,000.

Poplar has the highest rate, 22s. The City's is 9s. 11d. The City's total of loans, borrowed for all services and secured on rates is nearly £11,000,000.

FEWER MARRIAGES.

Institutional poor relief was given to 69,743 people on the day chosen for the count last year, as against 91,484 in 1915. But the domiciliary poor relief has gone up enormously from 32,880 in 1915 to 171,300 last year. The jump was from 51,909 in 1921 to 170,748 in the following year.

There are 6,000 fewer pauper lunatics and imbeciles than there were in 1915. Marriages have fallen by 19,000 in the same period. The total expenditure of the metropolitan guardians is more than £11,000,000.

There are 8,058 licences for the sale of intoxicating drinks, 514 of them in the City.

Suicides by men were 226 in 1915; 361 last year; by women 152 in 1915 and 144 last year.

There was not a single death from smallpox last year.

£900,000 FIRE, BUL.

The 191 evening educational institutes of London are attended by 117,359 students. There are 4,462 scholarships in London schools of various sorts—and only seven of them for cookery.

There were 7,111 fire calls last year. 2,292 of them false alarms. The damage by fire was over £900,000.



"What? You advise me to take this hat? It makes me look forty!"
"Yes. It takes ten years off your appearance!"
—*Amusee, Australia.*



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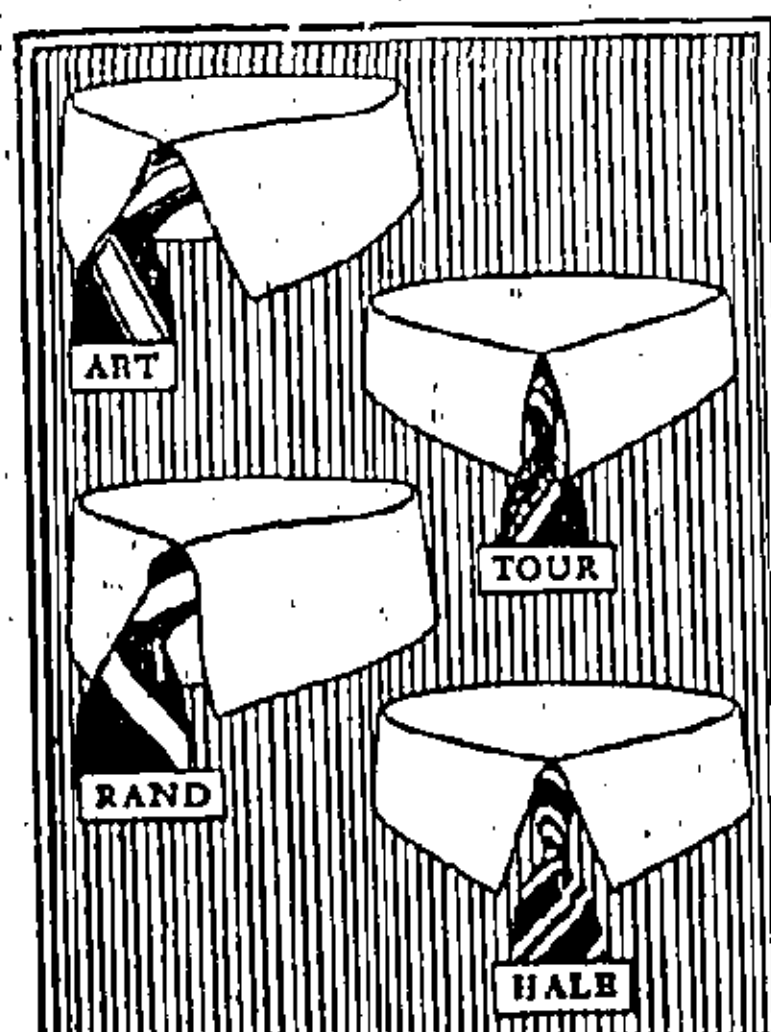
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dered easily at home
These are made in
quarter sizes to insure
perfect fit

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LADY MURRAY'S DEATH.

CORONER AND CHRISTIAN
SCIENCE.

Comments on the beliefs of Christian Scientists were made by the East Cheshire coroner, Mr. H.C. Yates, at the inquest recently at Prestbury, near Macclesfield, on Lady Victoria Alexandrina Murray, aged 48, sister of the Earl of Dunmore, and a prominent Christian Scientist, who died at her residence at Prestbury, last month. Lady Victoria had been blind since last February, and a verdict was returned that death was due to sarcoma (cancer).

A nurse, who said that she had practised Christian Science for 10 years, stated that Lady Victoria had a growth and refused to allow a medical man to be called in. She did not dissuade her, as it was part of her training not to do so. She helped her to pray, and Lady Victoria enjoyed her life, although she suffered some pain.

Recently, Lady Victoria became not quite responsible for her actions, and Dr. Wise, of Poynton, near Macclesfield, was sent for, "not to give her treatment but to throw the responsibility off myself."

INSTRUCTIONS IN WILL.

Dr. Wise said that he found Lady Victoria in a very critical condition. She was suffering from sarcoma of both upper jaw bones, which had spread. She was semiconscious, and probably suffering pain. When he saw her on a Sunday she was unconscious.

Even if a doctor had been called in before, her life could not have been saved.

In reply to a solicitor who represented Lady Victoria's relatives, the doctor said, "From what I saw, she had every care, except medical attention."

The solicitor then read an extract from Lady Victoria's will in which she prohibited anyone about her from calling in a doctor.

The Coroner: It is perfectly pathetic, in my opinion, that an educated woman should arrive at such a condition as not to call in medical aid, when we all know that, without that aid, life cannot, even by prayer, be prolonged.

As Lady Victoria was evidently very strong-minded, no negligence, he said, could be attributable to those surrounding her.

PEARL FISHING IN PHILIPPINES.

AUSTRALIAN CONCERNS
INTERESTED.

Pearl fishing concerns of Australia are turning to the Philippine Islands as their possible future fishing grounds, according to a letter just received at the Bureau of Commerce and Industry from Mr. H. S. Cross, head of a pearl-fishing company at Broome, Western Australia. Mr. Cross states that the increasing cost of working the pearl beds of Australia is leading him and others to cast about for other centres of the industry which can be worked more satisfactorily and economically. The letter says:

"There are so many governmental and other restrictions upon Asiatic labour introduced under special permit for this industry, apart from a host of other burdens, such as heavy and practically prohibitive customs duties on many essential requirements of this highly specialized business, that shelling has become unattractive, despite the lure of the big pearl, which, like in other gambling industries, keeps those engaged in it always living in a hope which rarely materializes."

"Personally I have, long since got over that stage, but seeing no inducement to produce a commodity which costs practically as much as its market price in New York, I wish to enquire regarding possibilities and conditions in the Philippines. I am prepared to transfer my entire fleet of eight vessels fully equipped with machinery and make the Sulu Sea my headquarters if conditions are favourable."

The Sulu Sea has many advantages over Western Australia waters because fishing can be carried on throughout the year, the water smooth virtually all the time. There were 21 pearling vessels operating in the Sulu Sea during the last year. Although the pearl-fishing industry is said to be slightly on the decline in the immediate vicinity of Jolo, officials state there are many pearl-beds in the Sulu Sea and near the Island of Palawan which have never been touched.

The labour used both in Australia and in the Sulu Sea actual diving is almost entirely Japanese.

BANKRUPT FILM STAR.

CHARLES RAY BLAMES
"ART."

Hollywood, Dec. 16.—Charles Ray, bankrupt film star, blames "art" for his financial ruin.

"My desire to contribute something lasting to the motion picture profession broke me," Ray declared today in an interview.

"I tried to produce my own pictures, and failed. It was poor business management. I attended to the acting, but my managers who handled production and distribution, argued over petty things and we headed straight to bankruptcy."

Ray's creditors have filed more than a dozen suits against him in Los Angeles courts. Recently he filed an involuntary bankruptcy petition listing liabilities of approximately a million dollars, with assets of less than \$200,000.

Ray's financial "bust" is another sad chapter in the story of meteoric but uncertain successes in the film business.

The star, not many years ago, was literally wallowing in wealth. He had at one time more than a million dollars actual cash to his credit in the banks. He owned a huge film plant, and had extensive real estate holdings.

His wife had expensive jewelry, they had a palatial home, a fleet of automobiles and maintained a large staff of liveried servants.

Ray's only assets today are his histrionic talents. His liabilities are staggering. He lives with his wife in a rented house, drab in its comparison to the mansion they once occupied.

Withal, Ray is optimistic, and has returned to the business of

PRISON FOR AN HEIR TO £500,000.

EGYPTIAN WHO TRIED TO
KILL A JUDGE.

One of the most remarkable trials in the history of modern Egypt ended last month with the conviction of "Count" Henri Sakkakini, heir to half a million pounds, for the attempted murder of the judge who decided that he was not entitled to inherit the balance of £100,000 from his adopted father's estate.

The prisoner and two of his accomplices each received sentences of four years, while Hamed Fasha Bassel, vice-president of Wafd and of the late Chamber of Deputies, who was accused of fraudulently obtaining a receipt for a debt of £50,000 from the heirs of the late Sakkakini Fasha, was acquitted.

picturemaking under the banner of one of the biggest producing companies.

"Life is just a series of experiences," he philosophized. "I went out and learned bitterly from experience. But I still think more of my career than money."

I was not content to make good, light farces that would not last. That is why I sank on the financial scale.

But I did it, and still I am not unhappy. To achieve the things I wanted brought me happiness despite the fact it brought me financial ruin, too. To merit has all been marvellously successful, as I didn't go into the business to make money alone.

"Now I know I will be able to do things on the silver stage that I would not have been able to do had I not tried the artistic."

United Press.

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Merely good business on our part—for once a smoker tastes Chesterfield at its best, no other cigarette can ever satisfy. And in this sanitary moisture-proof wrapper, the famous Chesterfield blend is always at its best!

CANADA'S PROBLEMS.

"MAKE IMMIGRATION HUMAN" SAYS
C. P. R. PRESIDENT; SIR THOMAS
WHITE PAYS HIM HIGH
TRIBUTE



E. W. Beatty, C.E.,
Chairman and President
of the C.P.R.



Sir Thomas White,
former Federal
Finance Minister.

Addressing the Associated Boards of Trade banquet at Winnipeg recently, E. W. Beatty, chairman and president of the Canadian Pacific Railway, said that one of the most significant facts of the conference was the desire of men from all parts of Canada to discuss the country's problems from an economic and national point of view, free from the bewildering influence of political partisanship. "This," Mr. Beatty said, "leads me to the inevitable conclusion that the question of Confederation on the principles of national unity which guided the fathers in establishing it cannot be solved by political manipulation, but only by that mental attitude which comes from understanding and is the result of honest education."

In order to achieve national prosperity, Mr. Beatty advocated an extensive immigration policy to supply the man power necessary for the "largest undeveloped country in the world." "If I had any suggestion to make in respect to this question," continued the president, "it would suggest that we take it out of the field of statistics and place it in the field of human relations. We are apt to forget that the people who come to our shores are not so many hundreds or thousands of British or Continental families who have torn themselves up from old homes, members of families who have torn themselves up from old homes, homes in some cases centuries old, to come and live in Canada, to be neighbours, if we are willing to be neighbourly, and to become good citizens if we only hold out a welcoming hand."

"We realize how great the wrench must be when we learn that some bring with them a handful of earth, so that when the time comes for them to die in Canada it may be scattered over their coffins. I wonder how many Canadians, who have made the trek to the United States, have ever thought to carry with them a handful of Canadian soil. No immigration scheme for Canada can ever achieve success unless due allowance is made for such human factors."

On the same occasion Sir Thomas White, former Federal Minister of Finance, paid a high tribute to Mr. Beatty. Sir Thomas said that he had always looked upon Mr. Beatty as a representative Canadian who typified the qualities which are to be found in true Canadians. Mr. Beatty had carved his own niche in Canadian affairs and had made his own way in the world as in the manner of Canadians. As president of the Canadian Pacific Railway, Mr. Beatty occupied one of the highest positions in the Dominion and was absolutely unspelled by his enormous success, and Sir Thomas liked to think that in this the former was also a characteristic Canadian.

Referring to the improvement of the Canadian Pacific Railway, the former Finance Minister pointed out that the history of the Dominion and the Company were intertwined and could not be dissociated. The Canadian Pacific Railway had stood as the type of exemplary Canadian enterprise and courage in the face of apparently insurmountable obstacles. Sir Thomas also commented favorably on the good work the Canadian Pacific Railway had done during the Great War, and later on in going ahead with work, at the request of the Government, in order to give employment to soldiers who were returning after the war.

Voigtlander



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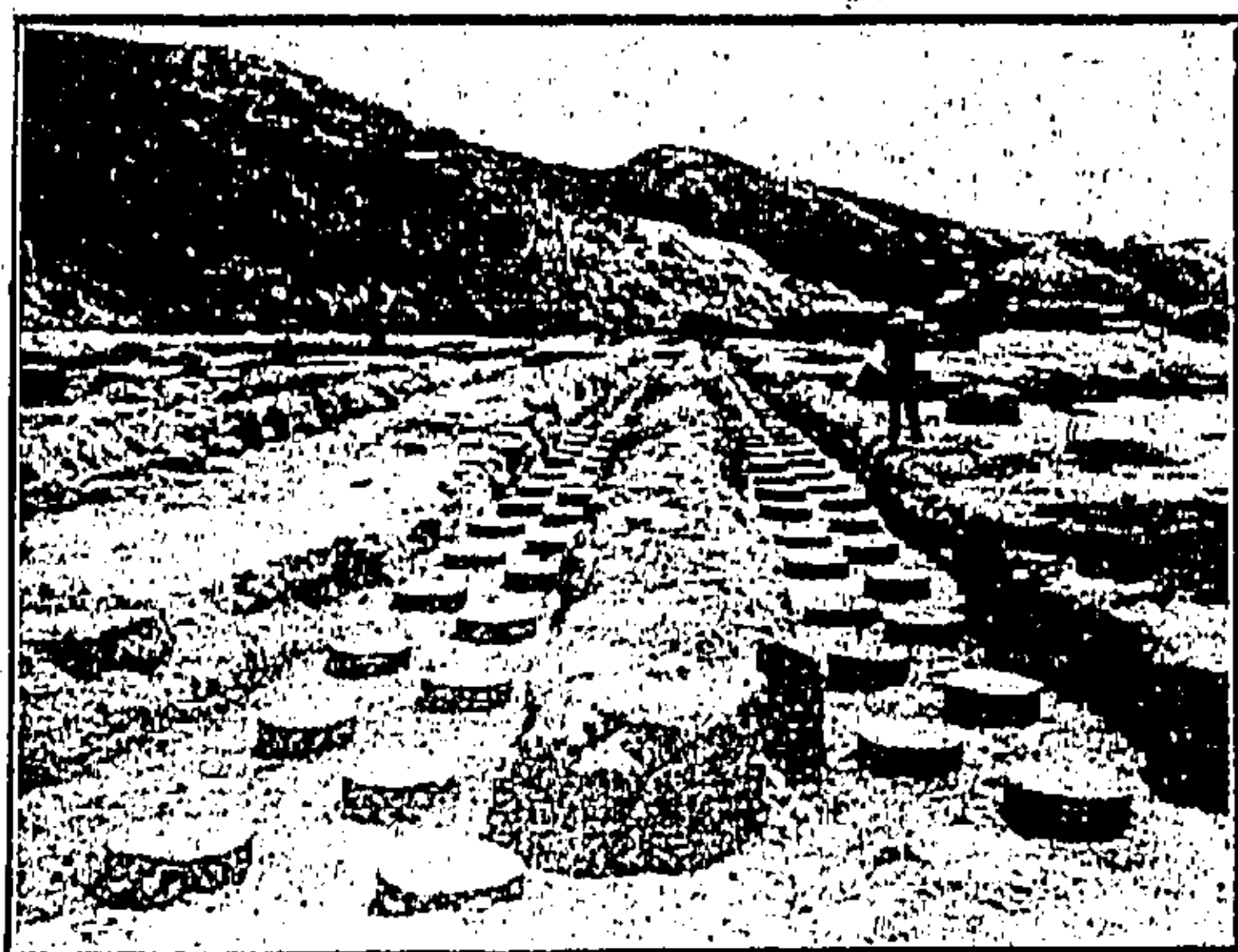
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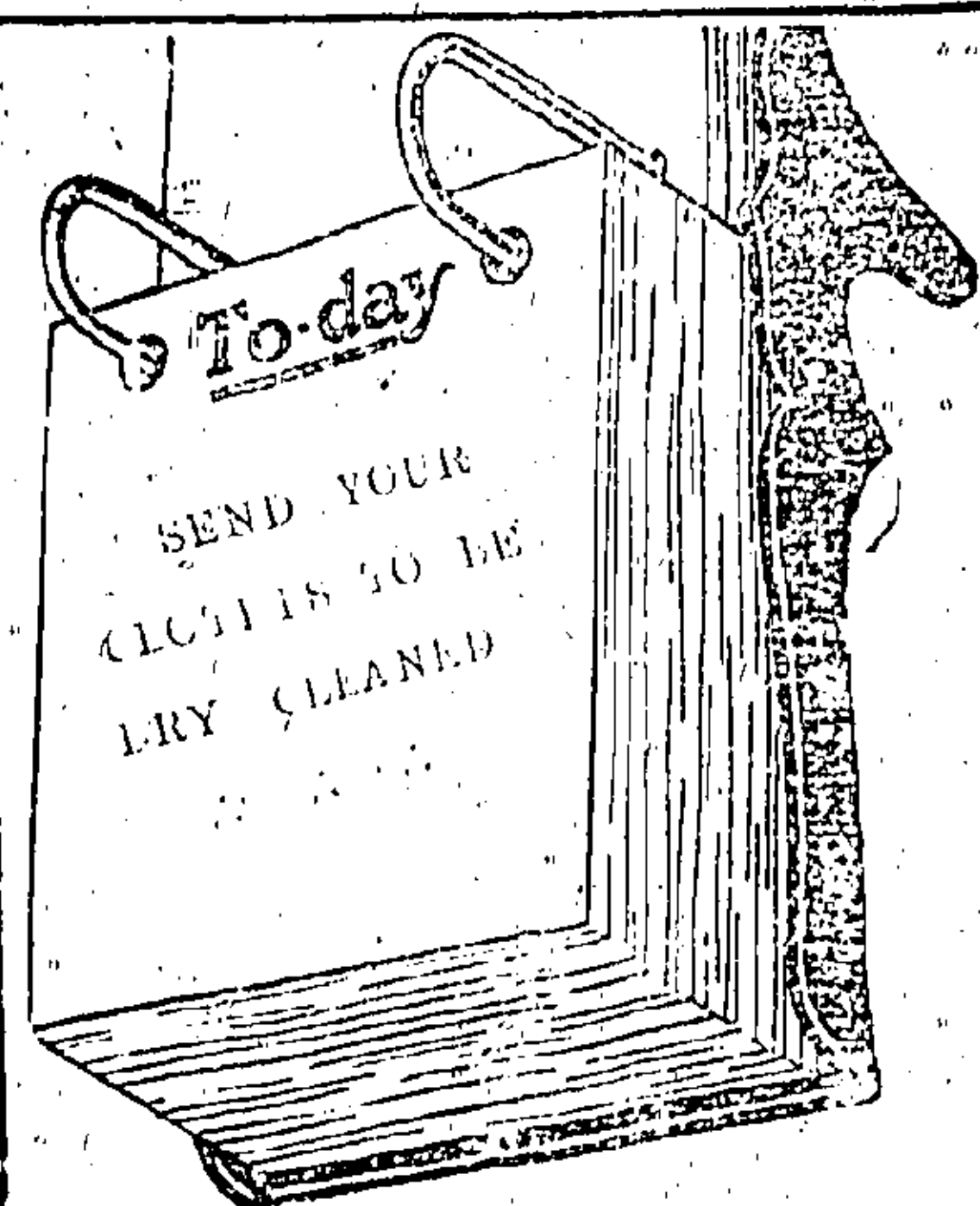
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WILL MAKING.

CHANGES FOR 1926.

After 1925, writes a solicitor in a Home paper, the law will provide a very reasonable distribution of property for those who do not make wills, and the ordinary man may find that, without any effort on his part, it makes the will he wants—unless of course, he wishes to give legacies to charities or persons who are not relatives.

On the whole though, even if the new rules of intestacy are quite satisfactory, it is better to make a will, for executors can deal with property more quickly and easily than administrators. In such case the mere appointment of executors by a properly attested will is sufficient, and it will be their duty to sell the estate and distribute the proceeds as directed by the new statute. This, of course, includes all the land, and the heir is abolished.

Wills settled by lawyers are likely to become much shorter and simpler, because some of the long clauses now found in them can be incorporated by reference to a statute or statutory forms issued by the Lord Chancellor. Take the case of a testator who had a son whom he regarded as a spendthrift, and wished to benefit without allowing him to take his legacy and squander it, or even to charge it. Once the lawyer would insert a lengthy provision enabling trustees to retain the capital and, in certain circumstances, to pay the income to the son's wife or children or other persons. Henceforth the trustees may simply be directed to hold "on protective trusts" for the son, and a section of the new Trustee Act is incorporated with the whole formula complete.

Probably some testators may not like this kind of legal shorthand and will prefer that the effect of their wills should appear clearly on the face, rather than have to be sought in statutes or printed forms. Such people can continue to have wills as before, but the scheme will be advisable if a will has to be made in a great hurry.

Hitherto there has been a rigid rule that marriage revoked a will.

The old law still holds good of a will made in the ordinary form, but it is now provided that a will made in contemplation of a particular marriage shall not be revoked. But the fiancé may note that marriage to a lady other than the one mentioned in the will revokes it as before, so that if he has the misfortune to be jilted, and quickly consoles himself, which sometimes happens, his death will not send his money in the wrong direction.

The new intestacy makes fair division in the normal case between surviving spouse and family, but in a special one it fails to do so. This is where a man has saved a few hundred pounds, being left a widower with a young family, marries again and dies shortly after. In that case his wife takes everything and may send her stepchildren to the workhouse. A man in such circumstances should certainly make a will, for his widow might in her turn soon marry again and his successor might wish to get rid of the children.

In the converse case a mother need not be uneasy, for the law imposes the same burden on her husband in respect of her children by another man as of his own.

ENGLISH IN HUNGARY.

QUESTION OF EDUCATION.

The new kingdom of Serbia, the active republic of Czechoslovakia, Rumania, Bulgaria, as well as Poland and Austria are all assigning a prominent part in national development to education and, in proportion to their resources, are spending considerable sums upon it. One might, speaking generally, describe the system of education most in favour as of a practical utilitarian character and a feature of it is the recognized value of possessing a knowledge of English.

A systematic attempt to teach English and the formation of an English college is shortly to be taken in hand in Hungary, according to reports. This college, which it is hoped will be ready by next January, is to be under the control of English professors and will be affiliated to Aberdeen University whither duly qualified students may proceed to obtain their degrees. The full details of the scheme are not yet complete but the fact that the Government is launching such a plan and financing it shows the value the authorities attach to a knowledge of English and English education. The action of the Hungarian Government at the present time is all the more remarkable when the financial and educational position of the country is realized.

While the Treaty of Trianon assured the independence of Hungary, it nevertheless deprived her of two-thirds of her territory and about three and a half million Hungarians (Magyars) subjecting them to the rule of Czechoslovakia, Rumania and Yugoslavia, into which countries it is to-day impossible, or at any rate extremely difficult, to introduce Hungarian books owing to the existing economic conditions between them and Hungary.

In Czechoslovakia an ordinance was passed in April, 1921, forbidding the circulation of all printed matter that had appeared in Hungary since October, 1918. Since December, 1921, all importation of press products into Rumania from Hungary has been prohibited. In Yugoslavia the introduction of Hungarian books was forbidden until 1921, since which date books may be imported, but are subject to high customs duties, thus making the books very expensive, while the difficulties in obtaining permits to enter Yugoslavia are so great that Hungarian publishers cannot open up business connections.

The exclusion of these books and periodicals and the prohibiting of free literary and scientific intercourse between the people of Hungary and the 3,500,000 Magyars, who speak the same language and have been educated under the same educational system, is a serious blow to the progress of education, and the result is already being manifested by a cutting down of educational facilities, for example, all the law academies and a large proportion of the secondary schools have been suspended. Every energy is directed toward maintaining schools of natural science and the arts in general, though this prejudices other branches of learning. Under these exceptional difficulties, therefore, which confront those concerned with educational progress in Hungary, it is all the more remarkable—and from the English-speaking point of view all the more flattering—that a decision to start an English college should have been arrived at.

DEPOSED GODS.

CAST OUT OF THEIR TEMPLES AND BEHEADED.

For the last half year, the Kuolin district has not seen any fighting. Sheng Hong-yin has been driven off, according to some reports, to the mountains some days distant in the north-west, and others report him to be retired to that haven for distressed leaders—Shanghai.

The present regime, under the leadership of Li Tsong-yin has instituted a number of reforms. The most notable one is the abolition of idols. With the exception of a favoured very few the ancient gods met with a violent end in all the large centres, at the hands of squads of soldiers. Some of the idols were consigned to a watery grave in the river near by, others were decapitated, and yet others were stripped of their robes and left out in the street to shift for themselves. Temples are now utilized for other purposes, mostly for markets. One building which formerly housed a realistic model of hell, is now used, for a market for old iron, second-hand clothes, etc. In some of the smaller towns the gods were more kindly treated. The devotees quickly hid them in mountain caves to wait for better days.—N.C.D.N.

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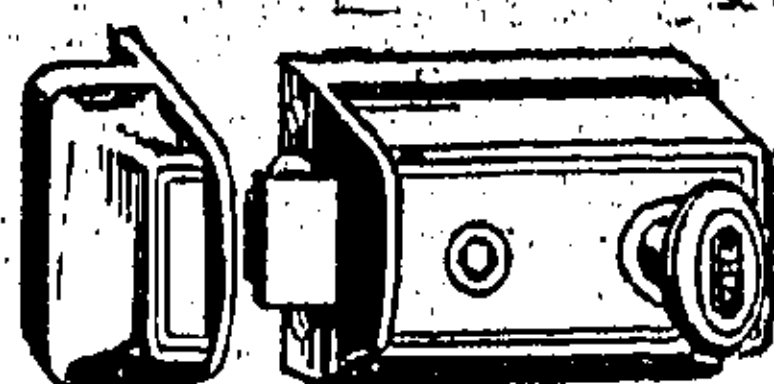
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The Telegraph.

SATURDAY, JAN. 30, 1926.

WAR DEBTS.

Now that Britain and Italy have settled their debt question, there will doubtless be a filip given to the matter of war debt settlement as regards other countries. There are, doubtless, very many who think that Great Britain's leniency to those who owe her money is all wrong having regard to the fact that she, herself, is paying to the United States very large sums annually which she really borrowed to loan to others. There is a fundamental difference of opinion on the question of war debts as a whole and it is indeed interesting in view of the nature of Britain's settlement with Italy to study, for a moment, that difference.

The preponderance of thought in England is that war debts, as a whole, should have been "washed out" between the Allies. Britain would have stood to lose a large sum of money by the process, but it was felt that what each nation could afford to pay during the war should be taken as part of its contribution toward the common cause. The nations that had to be assisted in the matter of munitions, etc., should not be asked to pay for them because they were fired on a different front. Why should Italy have to pay for shells made in Britain and fired off on the Austrian front any more than she should have to help to pay for British shells fired by British gunners on the French front? Why should the British people have to pay the American people for shells made in America and fired off on various fronts when to have made and supplied those shells is claimed by America as being part of her great contribution towards the final victory? There was a great moral case for all-round cancellation, and if that process of cancellation would have meant that the United States and Great Britain would have had to bear the greatest financial contribution towards victory, it could be argued that they were best fitted to stand the strain. Of course, the theory of war is that the vanquished pays, but Germany could never have been saddled with the tremendous weight of monetary reparations represented by the Allied war-time expenditure, although an attempt has been made in that direction. The

Treaty of Versailles in this respect was a classical error of judgment.

But there is another side to the war debts question, and it is the one to which the United States has leaned. That country claims that for the sake of international probity and morality every nation must honour its debt—at least in principle if not to the uttermost farthing. Cancellation was impossible, says her leading statesmen, because even if circumstances had permitted, it would have been in the long run unwise; would not only have saddled America with the main burden of war but would not have been in the real interest of the debtor nations themselves. No American Government (says Mr. Kellogg in a recent interview) could have contemplated the gift outright to other nations of billions of dollars subscribed on the terms of a loan by the American people. America's terms to its debtors has always been as liberal as possible, it is claimed. Certainly, the terms on which Britain has had her debt to the U.S. funded, was hailed at the time as an act of generosity. But Britain is, apparently, out to treat all her expenses (over and above what she has to pay back to America) as being her own, and says that whatever she receives either in the way of debt repayment or reparations in excess of what she has to pay to the U.S., she will credit to the agreed outstandings of her creditors. America may think this action unwise, but there can be no possible doubt as to its generosity or its likelihood of promoting real European friendships. A nation's riches includes the goodwill of its neighbours.

The Prince's Accidents.

Whether the Prince of Wales is not more unfortunate in the hunting field than the majority of riders, the fact remains that mishaps in which he figures occur all too frequently. In the latest instance, which has resulted in the fracturing of his collar-bone, it is gratifying to know that no complications have set in and that a complete and early recovery is expected. It is probably the case that His Royal Highness has no more spills than the average huntsman, but that owing to his distinguished position, as Heir to the Throne, when accidents come his way the fact gains wider currency than would be the case with others. The Prince is known as a bold and fearless rider, and his daring in the field may have something to do with these recurring falls. In the United States, the newspapers find especial interest in these accidents to the Prince, the slightest mishap usually being given great prominence in the day's news. Indeed, quite recently we encountered a formidable list in one of these journals, setting forth what purported to be a full record of the Prince's falls in the field, many of which we have never before heard of. Here, again, the personality of the Prince is itself sufficient to account for all this publicity. As we say, however, universal gratification will be felt at the fact that His Royal Highness has not been seriously hurt by his latest accident, the effects of which he appears to have borne with characteristic sang froid.

The latest diet craze in the fashionable world is yaghourt, or Bulgarian sour milk in solid form. It is said that yaghourt is responsible for the undoubted fact that there are more centenarians in Bulgaria than in any other country of any size in the world. This dish, which is quite appetising when you get used to it, is not really new, though its popularity is now much higher than when professor Motchnikoff first recommended it. But the idea that it is good for the complexion has now become firmly fixed, and the demand is growing so rapidly that the Greeks in London, who eat it regularly at lunch and dinner, may shortly find that it has migrated from Soho to Mayfair.

DAY BY DAY.

A MAN'S FATE IS HIS OWN TEMPER.—Disraeli.

The British steamer Tolomachus reports sighting on overturned sampan, at 10.40 a.m. yesterday. The position was 21. 22 N., 112.59 E.

There will be a lecture at the Helena May Institute on Monday, February 1st, at 5.30 p.m. entitled "The Story of Heligoland before and after the War."—Advt.

M. du Courthial, the French Consul in Hongkong, is to succeed M. Andre Dangou at Singapore about the middle of March. M. Dangou is appointed to Canton.

The Government is calling for tenders for the purchase of two steam fire engines, one of which may be seen at Kowloon Fire Station and the other at Wan-chai Fire Station.

There was a slight error in our report of the Horticultural Society's meeting, the name of Sir Shou-son Chow having been given as being elected to the Committee. This should have read Mr. Chou Po-sien.

The forthcoming wedding is announced of Mr. George William Reid, engineer, of the Asiatic Petroleum Company, Sharnoon, and Miss Isabella Welsh Strang, who is en route from England on the a.s. Sarpodon.

Tenders are being invited for repairs to the sea wall foundations at Queen's Pier. The work consists of the deposition of pell-mell rubble in front of the sea wall and the strengthening of its foundations by cement concrete filling.

A concert in aid of an effort to raise \$2,000 for the renovation of St. Peter's Church will take place at St. John's Cathedral on Wednesday. The following will take part: Mr. Victor Sanders, Miss Raymond Lam, Mrs. Balcan, Mrs. Morgan, Rev. G. E. Arrow-smith, Miss Aileen Hynes and Miss Iris Woolley.

The following names have been added to the list of medical practitioners:—Dr. Sugoora Hara, 25, Kennedy Road, Bachelor of Medicine of the Imperial Kyushu University; and Dr. Friedrich Otto Maximilian Pfister, St. George's House, Kennedy Road, Member of the Royal College of Surgeons (England), Licentiate of the Royal College of Physicians (London).

St. Andrew's Church, Kowloon, is to-morrow making a big effort to raise \$3,000 by free-will offerings. Special Thanksgiving services are to be held during the morning and in the evening. The evening service will be an impressive one, a fitting climax to what promises to be notable in the history of the church. The keenest spirit prevails and it is expected that the sum aimed at will be given.

Two Chinese were each fined \$5 or five days, by Commander G. F. Hole, at the Marine Court this morning, for using drugs and grappings to rescue articles from the sea bottom, outside the man-of-war anchorage.

At 8.15 on Thursday morning, a Chinese was arrested at Bowring Canal in possession of an automatic pistol which had four cartridges in the magazine. The explanation given by the prisoner was that he picked up the weapon on the Praya Reclamation. Two Magistrates were to have sat to hear the case this morning at the Central Magistracy.

EXCHANGE RATES.

Rugby, Jan. 29.

To-day's exchange rates are as follow:

Paris	130
New York	4.85 5/16
Brussels	107
Geneva	25.22
Amsterdam	12.12 3/4
Madrid	129 1/2
Berlin	23.42
Stockholm	18.16
Copenhagen	16.67
Oslo	23.93
Vienna	34.55
Prague	103
Tokyo	164
Manila	34.38
Lyons	24
Rio	7 1/2
Buenos Aires	40 1/2
Bombay	1/6 9/16
Shanghai	9/16 1/2
Hongkong	2 1/4
Yokohama	1/10 1/4
Silver (Spot)	80.15
Silver (forward)	80 1/2

British Wireless.



I am most distressed that I have to commence this week's Mixed Grill with a rotten tomato, so to speak. But here stand we—a bare three weeks' journey from Christmas; and there stands an American scientist predicting the end of the world for that particular day. What are we going to do about it? Are we going to tell our eager and expectant progeny that there will be no need for them to write their customary letters to Santa Claus; or to hang up their stockings on Christmas Eve, owing to the calamity due to befall them on the morrow; or are we going to defy this dismal seer, and flaunt our banner, "Christmas As Usual," in his face? I think the latter; for on reading of the prospective disaster I at once cabled that old ass, Dr. Bulkley Stodger, for his views. He has now cabled back to the effect: "Carry On. Have investigated and find prophet last Michaelmas renewed lease of his house for seven years, and also took out Endowment Policy payable 1945." That being so, I shall bang the customary saxeption on a Keats calendar for Aunt Louisa, and one-and-six on a box of fifty Flor de Cabajos for Uncle Pater, without more than a passing economic quail.

Sir Barry Jackson has been expressing his chagrin that the recent modern clothes production of "Hamlet," while freely patronised by pit and gallery, did not attract the habitues of the stalls. I can't pretend to explain this lamentable neglect on the part of the stalls; but I will go so far as to say that the experiment might well be tried of dressing a modern play in ancient garb and seeing what effect that has on the jaded fauteuils. Let the stage Earl of the Modern Society comedy wear medieval armour. Let the inevitable crook don the picturesque pirate uniform. Let the low comedy man wear cap-and-bells, and bang said canned nobleman in the tummy with a gilded bladder. Let the port French maid be swathed in the exiguous robe of the Grecian slave. Put the dashing young stockbroker into the Tyrian purple toga of the ancient Phoenician trader. Stain the wrathful husband with woad, and sew him into the raw-hide skin of Neolithic man. And finally deck the erring wife with a festoon of grapes, a couple of saucepan-lids, six square inches of butter-muslin, and a Bacchante-like smile. I, for one, could easily tolerate an evening of Tchekov without a single visit to the bar, in circumstances such as these.

POEMS ON PROMINENT PERSONAGES.

Jack Hobbs.

O mighty wielder of the whang-ing willow!
Take your well-earned repose; to leisure yield;
Yet, as you hibernate upon your pillow,
Recruit your strength for next year's tented field.
See that the spring shall find you fit and well, be it!
We'll need your best against the Kangaroos.



Here's wishing you more power to wrist and elbow,
And centuries in plenty—win or lose!

The Russian boot for ladies, is, without doubt, no mere passing vogue, but a utilitarian custom adopted for keeps. Like wrist-watches and umbrellas and nose-powder. It has long been a mystery to me why, hitherto, ladies have been content to paddle about amid the slush and slime

ANTI-GERMAN DEMONSTRATIONS.

ITALIAN STUDENTS BURN NEWSPAPERS.

Rome, Jan. 29.
Following the example of Florence, Rome students to-day de-

of our streets in their flimsy little shoes and diaphanous stockings. The Russian boot (or *spinsk*, as it is called; was simply shrieking to be naturalized. And now that this has come about, I am feeling distinctly hurt, that nobody has yet borrowed a hint from abroad for the protection of the male trouser and spat. Why, for instance, should we not adopt the fashion of the Basques and walk about on stilts whenever the condition of our streets places our pedal and crural clothing in jeopardy? The only difficulty I foresee would be that when a fellow was taking his girl out they wouldn't be able to walk arm-in-arm (unless, of course, his *fiancée* were a chimpanzee), while conversation would necessarily have to be conducted through a megaphone or portable telephone. Mean-while I'm having a guest inserted in my gumboots.

"A year ago," writes a dramatic critic, "the dear old Christmas pantomime was on its last legs. This year will see its final obsequies." Friends, don your muffled gloves and craped-edged dummies, and follow me to the Requiem Department, while I strike my muted lyre and give voice to my deep emotion:

Weep ye, sad fountains!
Sob, cypress grove!
Blubber, O mountains!
"Wail, plaintive dove!"
Whimper, O willows,
Over my head!
Shed tears in billows—
Panto is dead!
No Cinderellas,
No Forty thieves,
No little fellows
Covered with leaves!
No Widow Twanky,
Snow White, Rose Red!
Lead me your hankey—
Panto is dead!
No magic harbour,
Bramble-ensphered!
No All Barbers
Shaving Bluehaard!
Vanished is Little
Riding-Hood (red),
Look, lot and tittle—
Panto is dead!
Gone are Aladdin,
Dick and his Cat;
O, what a sad in-
Fiction is that;
Gone, too, are Crusoe,
Beauty and Beast!
Don your black trousseau—
Panto's gone east. (*)
(*) To rhyme with "beast." But it's really gone west.

In response to a pressing request from the leading archeological societies of Europe, my learned friend Professor Piffinger Rottenbleiter, of Pottzsaund, has agreed to emerge from his retirement and journey to Egypt to examine the crack in the Sphinx's back, to which calamity I referred last week. Interviewed on the eve of his departure, the Professor remarked: "Without having seen the crack it is impossible for me to say definitely what originated it. Yet I should never be surprised to find that it had been caused by pelicans strapping their backs on the Sphinx's spine. As to the best method of repairing the damage, I must again suspend opinion until I have measured the wound. The Sphinx may have to be underpinned, or even pulled down and rebuilt. On the other hand, the damage, if slight, may possibly be remedied by pouring in melted dripping or candlegrease." As on previous occasions, the whole of the Professor's stores are being supplied by Messrs.



John Walker and Sons, and Messrs. Haig and Haig.

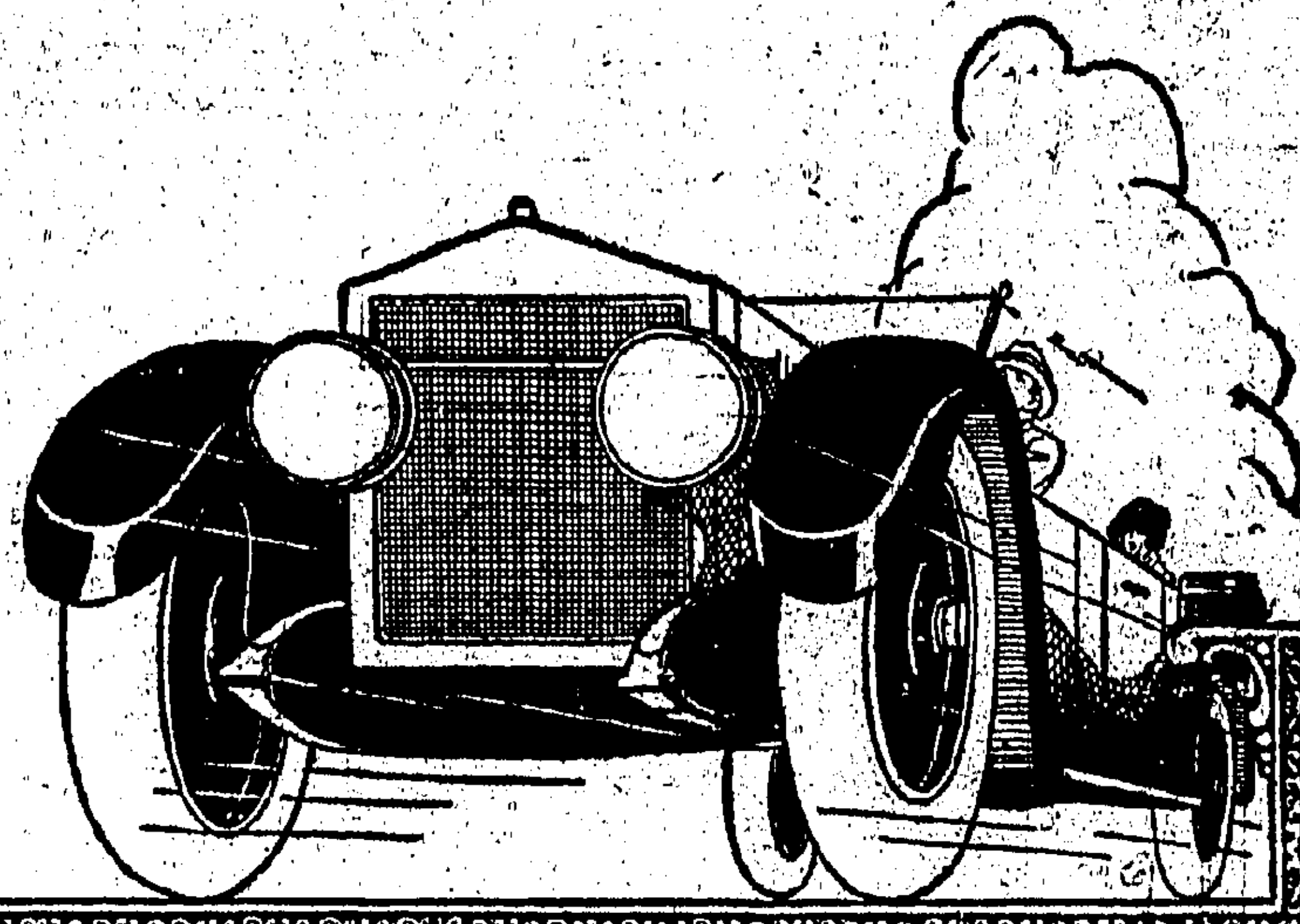
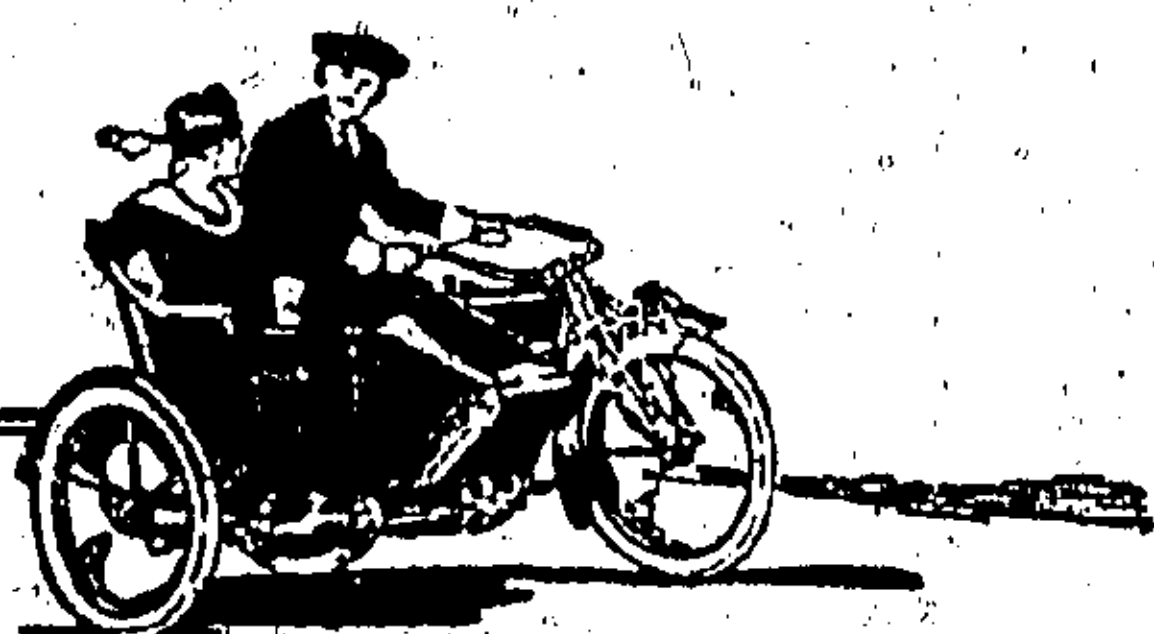
monstrated against the alleged anti-Italian campaign in Bavaria. They paraded the principal streets and demonstrated before the German Embassy, where they burned a number of German newspapers. Measures have been taken by the police to prevent a repetition.—Reuter.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 30th. January, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Motor Buses Wanted.

It is rather surprising that one of Hongkong's most populous districts should not be served with modern and economical means of passenger transport. We refer to the thickly populated locality adjoining Caine Road. That a demand exists is shown by the large number of taxis which are to be seen at any hour of the day or night along the Caine Road. Even disengaged vehicles returning to Hongkong by this route rarely proceed any distance before they are hailed by people requiring transportation to the city. There seems to be but little doubt but that a comfortable motor bus service running at fairly frequent intervals would prove a successful venture for whoever had the enterprise to inaugurate it.

To Deep Water Bay.

An extension to 'Deep' Water Bay of such a service at certain hours, would also be appreciated by golfers and others on pleasure bent. At the present time, on account of the new road being used for the Ropulse Bay service, Deep Water Bay is off the direct track of passenger transport, which causes a good deal of inconvenience to those who do not possess a motor car of their own, especially in the hot weather.

Kowloon and Hongkong.

Generally speaking, Kowloon is better catered for in the matter of passenger services than is Hongkong. On the other side of the harbour several companies compete with each other in catering for the pedestrian. True we have the trams on this side, but they only serve main thoroughfares on the low levels, and people who live in the vicinity of Caine Road either have to use chairs, or rely on the chance of being able to secure a taxi.

The Safety Aspect.

There is also the safety aspect to be taken into account. At the present time both chairs and rickshas are a source of danger on the Caine Road in view of the large motor traffic encountered. Only the other day, whilst proceeding in a westerly direction at the point where there are two hills, just past Glenora, a ricksha coming down the hill towards the car in which we were travelling, narrowly escaped disaster owing to the coolie being unable to exercise control. But for the fact that both he and the rather heavy passenger gave vent to loud warning yells just before the ricksha swerved from behind a stationary car, a collision would have been inevitable. A well managed motor bus service would have the effect of lessening the number of these antiquated affairs.

Government Attitude.

We cannot, of course, say what the Government attitude would be in this regard, but we cannot imagine other than approval for a suggestion which tends to modernise the Colony. Naturally it would be necessary to ensure that only reliable vehicles be permitted to take the road, and that any such concern be placed under efficient and capable management. A type of bus should also be provided which would be sufficiently economical to allow of low

fares being charged, otherwise excessive charges would only defeat the end in view.

As 18 m.p.h. Launch.

In Singapore recently, a test was carried out with a 20-ft. launch equipped with an Ailsa Craig 10-14 h.p. engine over the Admiralty measured mile, when a mean speed of 18 m.p.h. was attained. A new craft is being built at the same port which will be 25 feet long and fitted with a 16-20 h.p. Ailsa Craig motor. It is anticipated that a speed of 20 m.p.h. will be reached. Both from the commercial and pleasure point of view, a reliable marine engine which gives such good speed should find a ready sale in this Colony. It is indeed surprising that greater advantage is not taken of this form of pleasure in such an ideal place as Hongkong.

Deservedly Popular.

Since the current model of the 'Essex Six' was introduced to Hongkong, he less than 29 cars have been sold. In speaking of a current model, it should be understood that the Essex people do not strive at an entirely different yearly model, a custom which must be particularly annoying to owners who like to know that their particular machine is up-to-date. Various improvements have been incorporated in the Present model, but the most pleasing improvement to our way of thinking is the drastic change made in the price.

Reckless Driving.

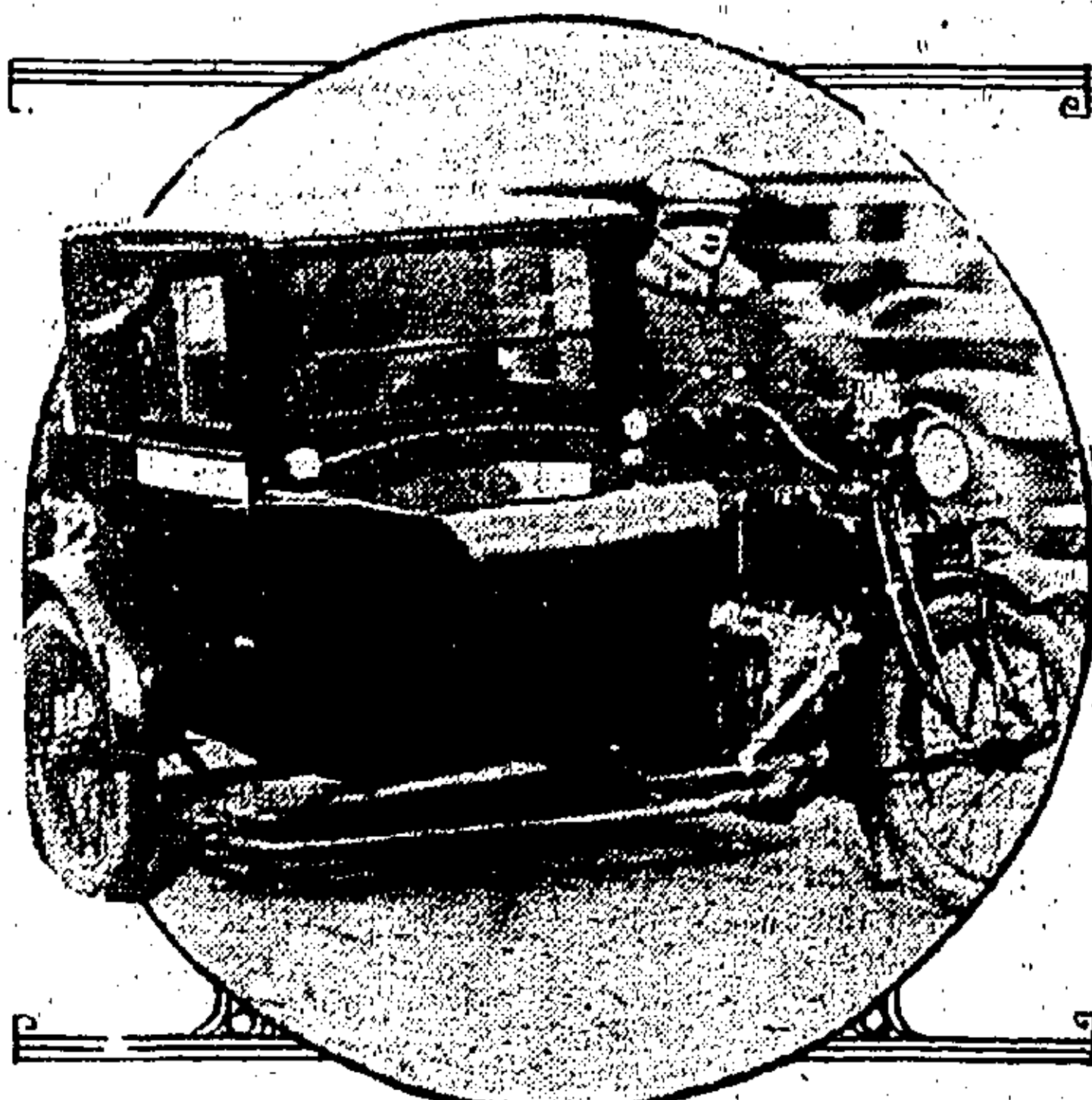
We are glad to notice that the Traffic Department is keeping its eye on drivers who display an unfortunate lack of caution when driving through crowded thoroughfares. Scarcely a week passes but what serious, and often fatal accidents are recorded. It has to be admitted that many Chinese will persist in walking in the road, and furthermore, that many of them have a dangerous little habit of suddenly darting across the road regardless of traffic. Naturally, no driver can be held responsible for pedestrian foolishness, but he can be made to answer for his own recklessness. Driving in thickly populated districts at an excessive speed is an offence which the police are doing well to check.

"Three Piece Rickshas."

Why the "three piece" ricksha should be allowed on the streets is a question that completely baffles us. To walk through the central part of Ice House Street is positively dangerous, especially to ladies and children, owing to the absurd rush of the coolies employed for this particular work. The incomprehensible part of the whole thing is the sweet indifference shown by the traffic police themselves. Apparently these conveyances have been a law unto themselves, which renders them immune from public safety regulations.

BE CAREFUL,
VIGILANT,
COURTEOUS,
THOUGHTFUL

HERE'S LATEST IN TAXIS.



This agile taxi has made its appearance in New York and other eastern American cities.



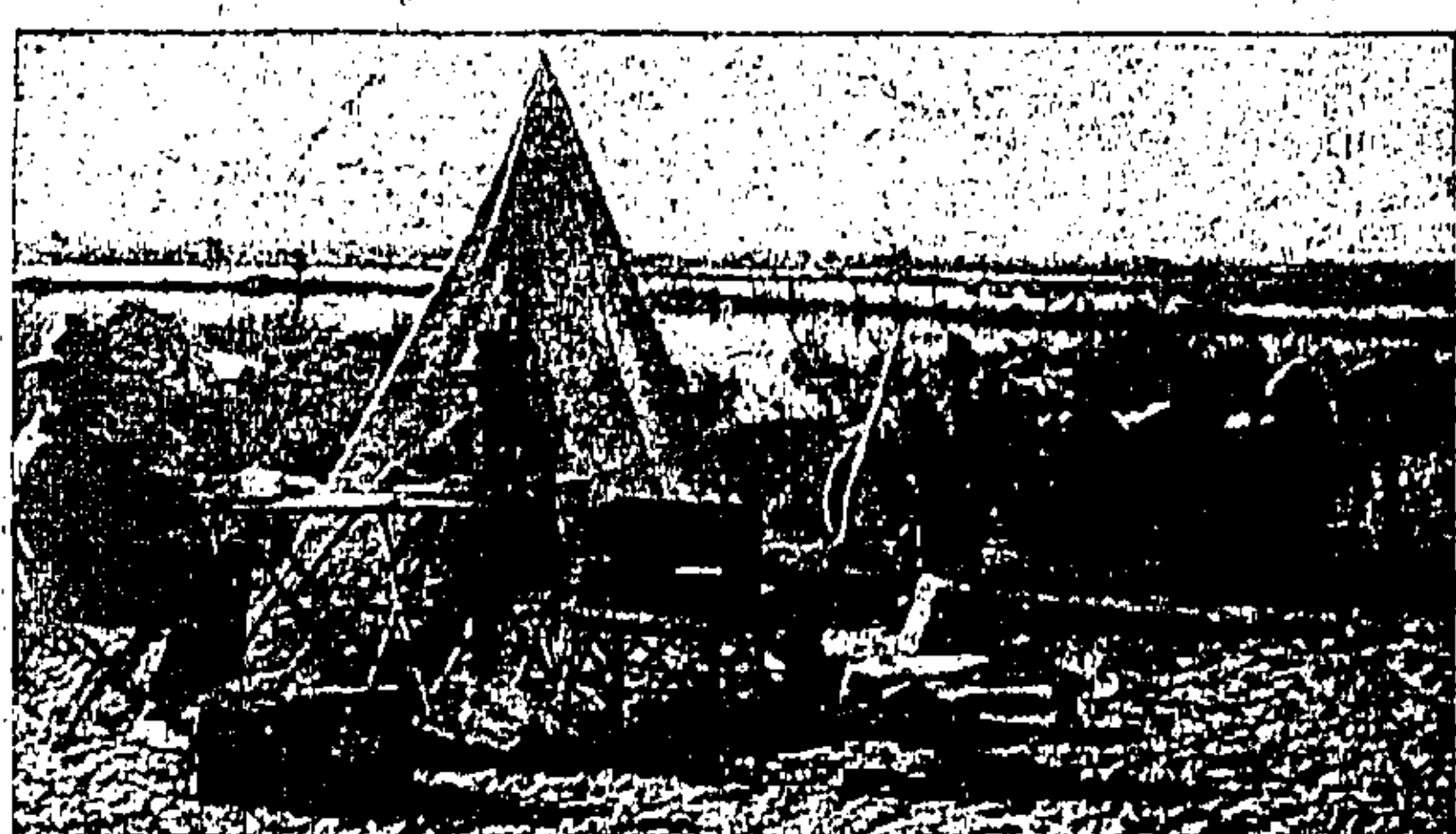
To-day you curse the motorist who nearly runs you down. You argue that authorities should chase him out of town. He always has you worried, as you're dodging in and out. You feel that he's a nuisance to the universe, no doubt.

"There never was a man," you'll say, "who drove with common sense. They always tear around all day, at walking folks' expense." You stand upon the curbstone, and you wait an hour or so, because the bloomin' motorist won't stop, and let you go.

To-morrow, though, the scene is changed. You're not upon the walk. You're making lots of other people stop and toe the chalk. The lowly, poor pedestrian has lost you from his rank. You soon forget that you yourself were once his type or crank.

You feel the crave for speeding, and you step upon the gas. Some people wish to cross the street—and do you let them pass? The question is ridiculous. Why, shucks, look who you are. You used to be a walker. Now you drive a motor car.

DUCK HUNTING WITH A HARLEY DAVIDSON.



The above photo shows motor cyclist enthusiasts on the edge of the Mesquite Lake marshes, California, U. S. A. Plenty of good sport is provided in this district which is a 240 mile run from Los Angeles.

LICENSE LAWS DIFFER.

Many American states have laws which provide licenses for automobile drivers, but few of these states have similar requirements for the license. The wide variety of requirements leaves the impression that a license law which is satisfactory in all details has not yet been found.

CARBON MONOXIDE PERIL

An open car which has the top and curtains up and the back celluloid broken is a menace to passengers as the enclosed part of the car acts as a suction to bring carbon monoxide gas from the exhaust into the auto. The faster a car travels, the more dangerous is the condition.

NEW SUNBEAM MODEL.

EIGHT-CYLINDER CHASSIS.

Considerable interest has been aroused by the announcement of a 30/90 h.p. "straight-eight" model by the Sunbeam Motor Car Co., Ltd. The first of these cars was exhibited at the Olympia Motor Show. There has been a demand for some time past for a Sunbeam chassis capable of carrying larger coachwork than the 20/60 h.p. model, and the new 30/90 h.p., which will be made in two wheelbase lengths, will now enable this demand to be met. The longer wheelbase, 12 ft. 3 in., will accommodate large bodies of the enclosed limousine and landaulette types. The shorter wheelbase, 11 ft. 5 3/4 in., will be used for open touring and Weymann saloon models.

It should be clearly understood that the introduction of this 30/90 h.p. will in no way compete with the present 20/60 h.p. 6-cylinder model which has achieved such a splendid reputation during the past few years. The production of the 20/60 h.p., with a wide range of coachwork, will be continued as before.



"These aeroplanes are getting more dangerous than ever." "Someone killed?" "No, but I see a chap got married in one yesterday."

Sydney Bulletin, Australia.

WIND RESISTANCE.

An automobile travelling at 10 miles an hour develops a wind resistance of only five pounds per square inch, while at 40 miles an hour the total resistance of the wind amounts to 110 pounds per square inch.

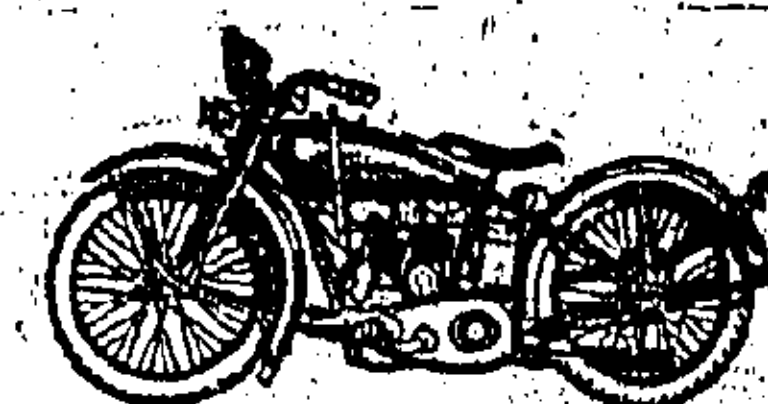
This fact was discovered by the engineering experiment station of the Kansas State Agricultural College.

The experiments were carried on in an improvised wind tunnel 50 feet long, 12 feet wide and 10 feet high. A motor driven fan was placed in a position to offer a maximum wind velocity of 80 miles an hour.

An automobile was driven into the tunnel and fitted on a swinging platform to which were attached spring balances for measuring the resistance of the car's area against the wind pressure.

THE RUSSIAN MARKET.

American automobile manufacturers are receiving large orders from the Russian government. The American firm's willingness to give long credit is considered one of the chief reasons for the large sale as the Soviet methods is for the government to buy cars on credit and then sell them for cash to private individuals.



70-80 SWIFT MILES PER GALLON.

—10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you knew would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

Another Shipment received by the S.S. "Empress of Australia" of the famous single cylinder model as shown above. Demonstration gladly given upon request.

ALWAYS IN STOCK

Latest Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

GARGOYLE



Mobiloil

Make this chart your guide

Quiver, quiver, you darned old flivver, You drive me mad, when you rattle and shiver, I've done everything in my power to do, To try to find out what's ailing you.

The garage men soak me right and left, At taking my money they become so deft, That at times I wonder just what to do, Just sell for junk, or spend more on you.

Last night I read in a big Magazine, Of an oil supposed to cure any machine, So I'm going down to a filling station, And fill you up on a brand new ration.

Any if after I go and do all this, You continue to rattle and sputter and miss, I'll take you out where the water is deep, And run you in for your last long sleep.

Could all this trouble my fault have been, Because I used cheap oil in my hunk of tin, From now on out, you can take it from me, I'll use nothing else but Mobiloil E.

Cause my flivver don't rattle and roar no more, It's got plenty of pep and has power galore, So when my friends ask, what the secret be, I just smile and tell em what E did for me.

VACUUM OIL CO.

YELLOW STONE OPEN.

Yellowstone National Park is open to motorists having their own camping equipment. Hotels and permanent camps will open June 18.

AUTOS BIG SHIPPERS.

The automobile industry is the third largest shipper of manufactured products over the railroads. It amounts to more than 750,000 car loads annually.

MOTORING ABROAD AT HOME

Where Franklin Made History
ONE OF A SERIES OF TRAVEL TALKS



Photo Courtesy Chevrolet Maxwell Motor Corporation

Famous house on border between New Hampshire and Maine, where Benjamin Franklin put up his first lightning rod.

BENJAMIN Franklin as a scientist and as an inventor has been decried by experts as an amateur and a dabbler. For example, he took up the study of electricity in 1746 when he first saw a Leyden jar, in the manipulation of which he became expert and which he improved by the use of granulated lead in the place of water for the interior armatures. A note in his diary dated November 7, 1749, shows that he had then conjectured that thunder and lightning were electrical manifestations and in the same year he planned the lightning-rod—long known as "Franklin rod"—which he described and recommended to the public in 1753.

It was on this house pictured above that Franklin first put up a lightning rod. For years the business of manufacturing lightning rods and installing them was dominated by swindlers and the reputation of the lightning rod man became famous. But Franklin gave to posterity something worth while in lightning rods, and today they are common in those sections of the country where lightning storms are frequent.

HINTS FOR MOTORIST

THE ALBERT L. CLOUGH

LOCATING FUEL FEED TROUBLES.

When it is suspected that the feed of gasoline is inadequate or has ceased entirely, as may be the case when an engine fires back into the carburetor, misses explosions, operates weakly, slows down and finally stops, it becomes necessary to locate the difficulty.

Testing the Fuel Bowl for Fullness.

After ascertaining that there is plenty of gasoline in the main tank, the carburetor float chamber should be examined to see whether it is full, as it should always be. Most carburetor float chambers have a cap in the centre of the cover, which encloses the needle valve stem. This cap can be removed, thus exposing the tip of the valve stem. If the chamber is full, this will be down on its seat and cannot be depressed further, but if the chamber lacks gasoline, pressure on the valve stem will depress it slightly further and indicate that fuel feed is inadequate. This test to be conclusive should be made instantly upon the stopping of the engine, or still better while it is still running, with evidences of lack of fuel.

Carburetor May Need Cleaning.

If the fuel-bowl is found to be full, partial clogging of passages within the carburetor, very likely of the spraying-jet itself is the trouble, but if it is not found full, something is wrong with the fuel feed.

Is The Vacuum Tank Functioning?

Open the draw-off cock in the bottom of the vacuum tank and if gasoline runs out freely, the

trouble is that the strainer in the bottom of the carburetor float chamber where the gasoline pipe attaches to it, is stopped up with dirt or that the gasoline pipe itself is plugged. If gasoline does not escape from the vacuum tank, run a wire up through the draw off opening, to clear it, before assuming that the tank is empty, but if the tank is actually found to have gone dry, either its mechanism has failed, some of its piping is in trouble or the main tank is "air-bound."

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

Chattering Brake.

Question:—The foot-brake on my Ford car works fairly well, although it does not take hold until the pedal almost strikes the foot-board and when it is applied hard, grabs, jerks and chatters. Is this latter trouble due to the band lining having become glazed? I suppose that the band could be adjusted, but would you recommend re-lining?

Answer:—Presumably the chattering is caused by glazing over of the lining. There are some lining materials better adapted than others to resist glazing and it may be worth your while, if you reline, to investigate some of these. If the band is not too badly worn, it may pay to remove it and have the surface of the fabric restored to normal condition, by means of a wire scratch-brush and gasoline. Adjustment will restore the pedal position, so that full brake application will take place before the pedal is too near the floor board. If the lining material has become rather thin, especially so that the rivets have begun to interfere, you better reline with the best recommended fabric that you can obtain.

Generator Sparks at Brushes.

Question:—The generator on my car has been charging rather unsteadily and upon taking off the cover around the brushes, I find that there is heavy sparking while the engine is running. What causes this and how can it be stopped?

Answer:—It may be only because the commutator and brush ends are oily and dirty. Try cleaning the commutator by holding a pad of cloth, slightly moistened with kerosene, against it with the generator running. Be sure that the brushes are not worn way down and that their holders give spring pressure enough. Possibly the commutator surface is rough and needs sand-papering or that some of the mica bar insulation is high and causes the brushes to chatter, in which case have the commutator turned down and the mica undercut. If the commutator has a burned spot between two bars, an armature lead has probably come unsoldered. A loose connection anywhere in the charging circuit may cause the voltage to rise enough to result in severe sparking.

FORD OUTPUT.

EXCEEDS EXPECTATIONS.

Exceeding all expectations for daily output, Ford production went to a new record of 9,017 cars and trucks on Friday, Oct. 30, it was announced at the general offices of the Ford Motor Company recently. This remarkable industrial achievement becomes more important when it is recalled that sixty days ago assembly of cars had halted while materials for the improved types were being shipped to branches. Since that time production has steadily risen from practically nothing to record breaking heights.

Every week for the last three weeks, as the company's thirty-two domestic assembly plants swung into production, new daily records have been created. October will go down as a record breaking month, for with Saturday's assembly, production for the month will run in excess 200,000 cars and trucks, exceeding any similar period in the history of the company.

SPEED ADVOCATED.

LATEST U.S. TRAFFIC LAW.

Speed! Fast moving vehicles are the latest ideal of traffic regulators. Florida leads the way by increasing the speed limit on the state highways to 45 miles an hour. Other states have joined the movement.

"The country had better put itself to the task of seeing to it that motorists drive fast when fast driving is safe," says Mr. Richard Haldeman, chairman of the American Automobile Association.

"There is no use trying to deny the fact that millions of cars frequently travel at speeds of 40 miles an hour or over," he continues.

"Motorists must be allowed to drive faster over the highways, and the motor vehicle officials and public authorities must designate the higher speed zones."

Laws Obsolete.

"The present laws with respect to speed of motor vehicles are as out of date as the hand crank. They are directly responsible for many of the highway accidents and much of the highway confusion."

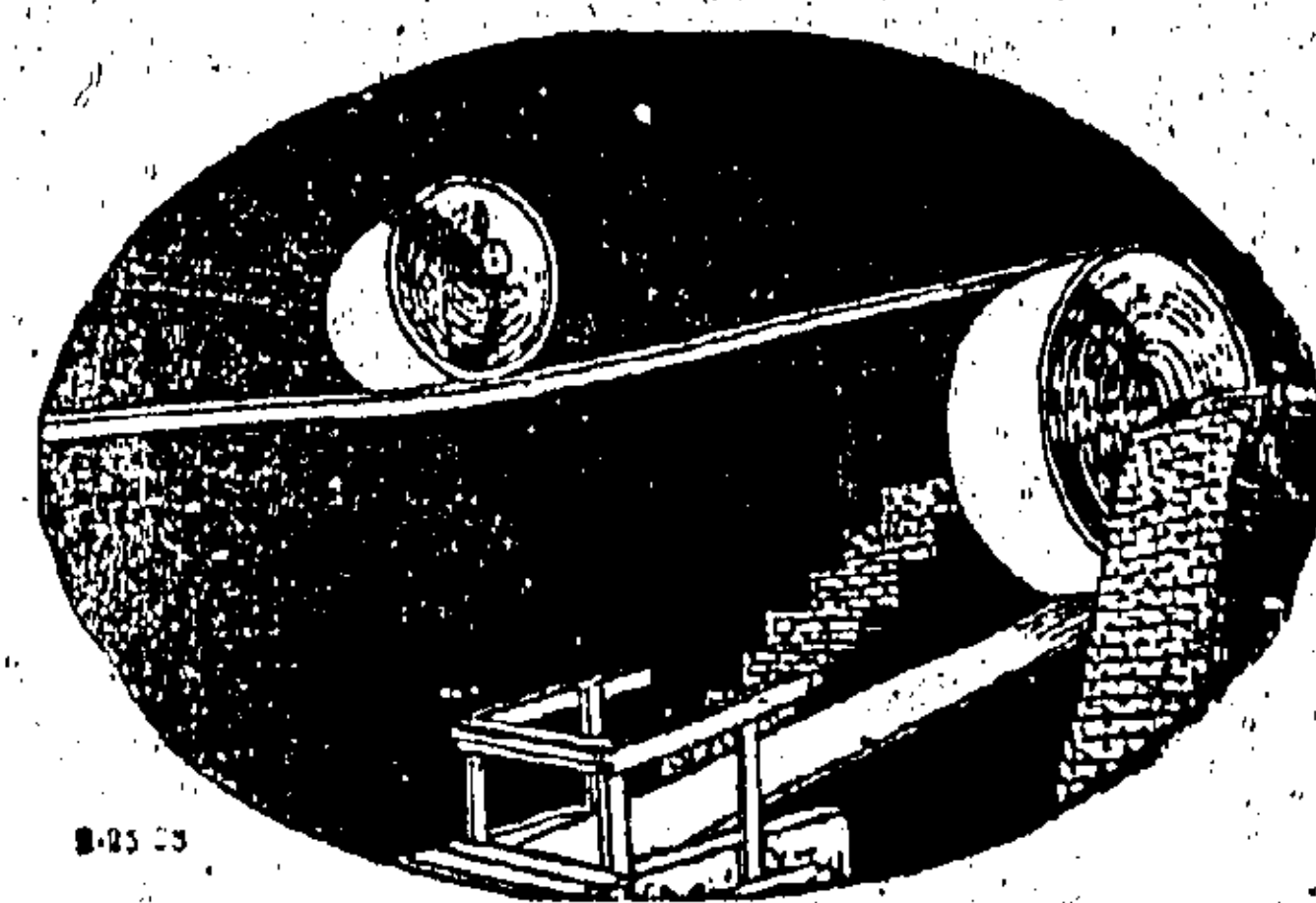
"The motor traveller in strange territory has to rely upon snap judgment regarding a safe rate of speed, whereas it would be a simple matter for the state to designate points or zones where higher speeds are permitted."

Here the traveller could make time, thus removing the temptation to step on the gas when he is held back by traffic.

Less Troublesome.

"I do not see where anything is to be gained by continuing to play the ostrich in matters of speed and safety. One official recently remarked that if each state provided a 10-mile straight concrete stretch, with the invitation to motorists to go just as fast as they please, it probably would be the least trouble-some road in the state."

"Faster traffic can be accomplished with greater safety if the motoring public is properly guided in its effort to handle the speed ability of the modern automobile."



Install Goodyear Transmission Belting

Goodyear Transmission Belting, properly applied, will successfully and economically solve the majority of transmission problems.

It is designed to reduce operating costs in industrial plants—it represents the highest development in transmission belting.

There is a type of Goodyear Transmission Belting for each of the three general groups of belt drives—for large, small and average size pulleys.

Properly specified and applied to its exact duty, Goodyear Transmission Belting proves most efficient and economical.

Goodyear Means Good Wear

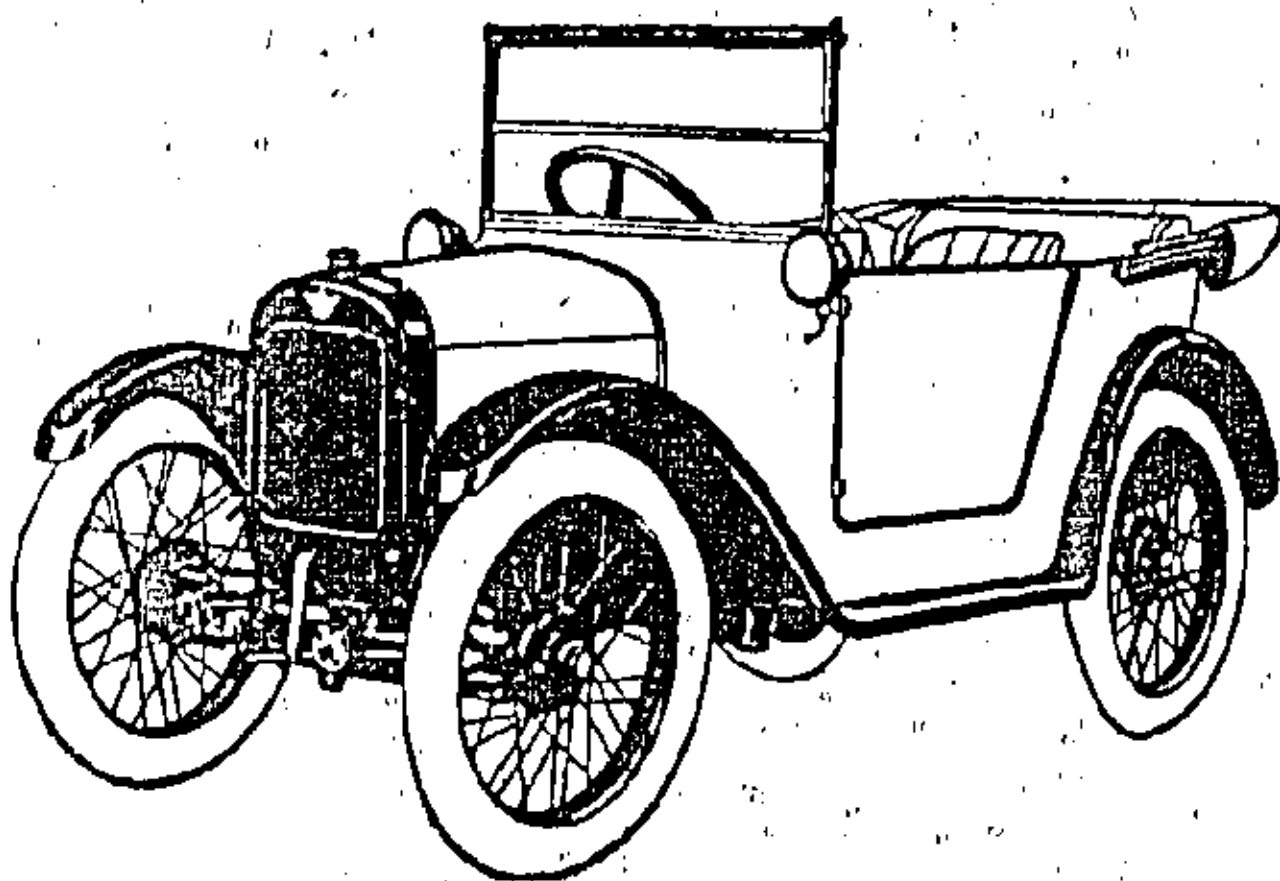
GOODYEAR
BELTING—HOSE—PACKING

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Bank of China Building Hongkong.

AN OFFER



The first twelve purchasers of an Austin Seven Motor Car in 1926 will receive a

FREE INSURANCE POLICY

with the

GENERAL ACCIDENT FIRE & LIFE ASSURANCE CORPORATION, LTD.

Get in on this offer and join the throng of happy Austin owners. The initial outlay is small and the upkeep less than tram-fare.

We shall be pleased to show you how easy it is to become an Austin owner.

ALEX. ROSS & Co., (China) Ltd.

Show Room No. 1A, CHATER ROAD,
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ANNOUNCING ARRIVAL OF THE

MORRIS

1 TON TRUCK CHASSIS.

COMPLETELY EQUIPPED WITH—ELECTRIC STARTING AND LIGHTING—33 X 5 PNEUMATIC CORD TYRES—HUB ODOMETER—SPECIALLY GEARED AND EQUIPPED FOR USE IN HONGKONG.

Hongkong Nett Price

£2500.00.

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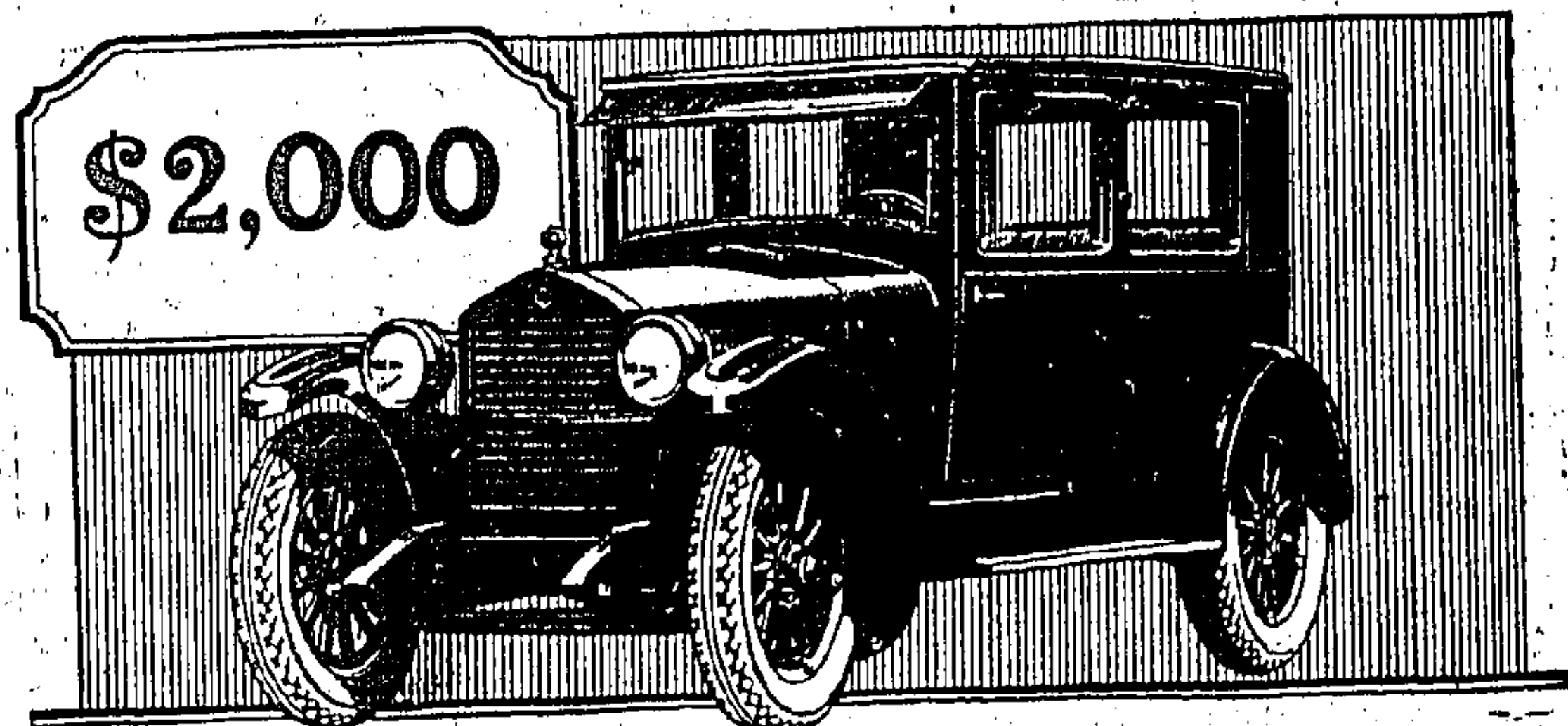
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ESSEX COACH

The largest sales of 6-cylinder cars simply reflects the general recognition of greatest car value.

But it is important to note how this position of leadership gives Essex advantages in continually improving value to the buyer—because of volume economy, in purchase of materials, manufacturing savings, and low cost of distribution.

Built on the Super-Six principle, the patent which account for Hudson's famous reliability, brilliant performance and long life, are responsible for the same

qualities in Essex. It is the easiest riding and steering Essex ever built—the finest in performance appearance and workmanship. We believe it is the most economical in the world to own and operate. Its economy consists not only in low first cost and operation expense, but more important, in freedom from repair expense, the low cost of repair parts when necessary, and long car life.

Now it holds the greatest price advantage with the finest quality Essex ever offered.

World's Greatest Values

Everyone Says It—Sales Prove It

ESSEX TOURING

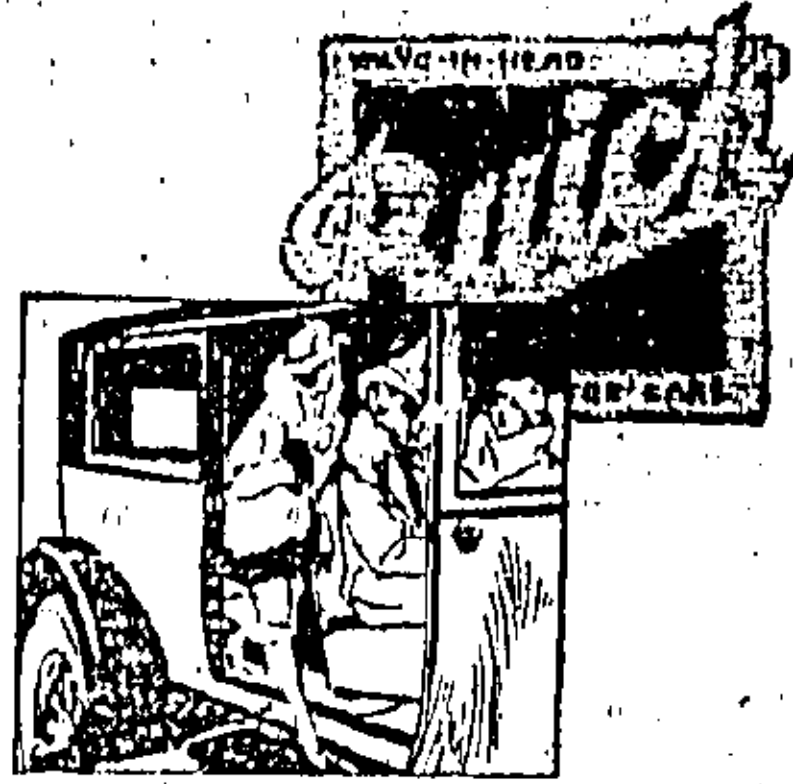
\$2,000

Hudson Brougham ... \$3,600
Hudson Coach ... \$3,000
Hudson 7-Pass. Phaeton \$3,000
Hudson Sedan ... \$4,000

THE DRAGON MOTOR CAR CO.,

LIMITED

33 WONG NEI CHUNG ROAD HAPPI VALLEY



The COACH as Buick builds it

is a smart-looking closed car. Its Fisher-Built Body presents the same attractive contours as other Buick closed models. This body is moulded to shape, with no box-like corners, no unfinished appearance.

Sole Agents:—

The Hongkong & Kowloon Taxi Cab Co., Ltd.

33-35, DES VOEUX ROAD, CENTRAL, HONGKONG.

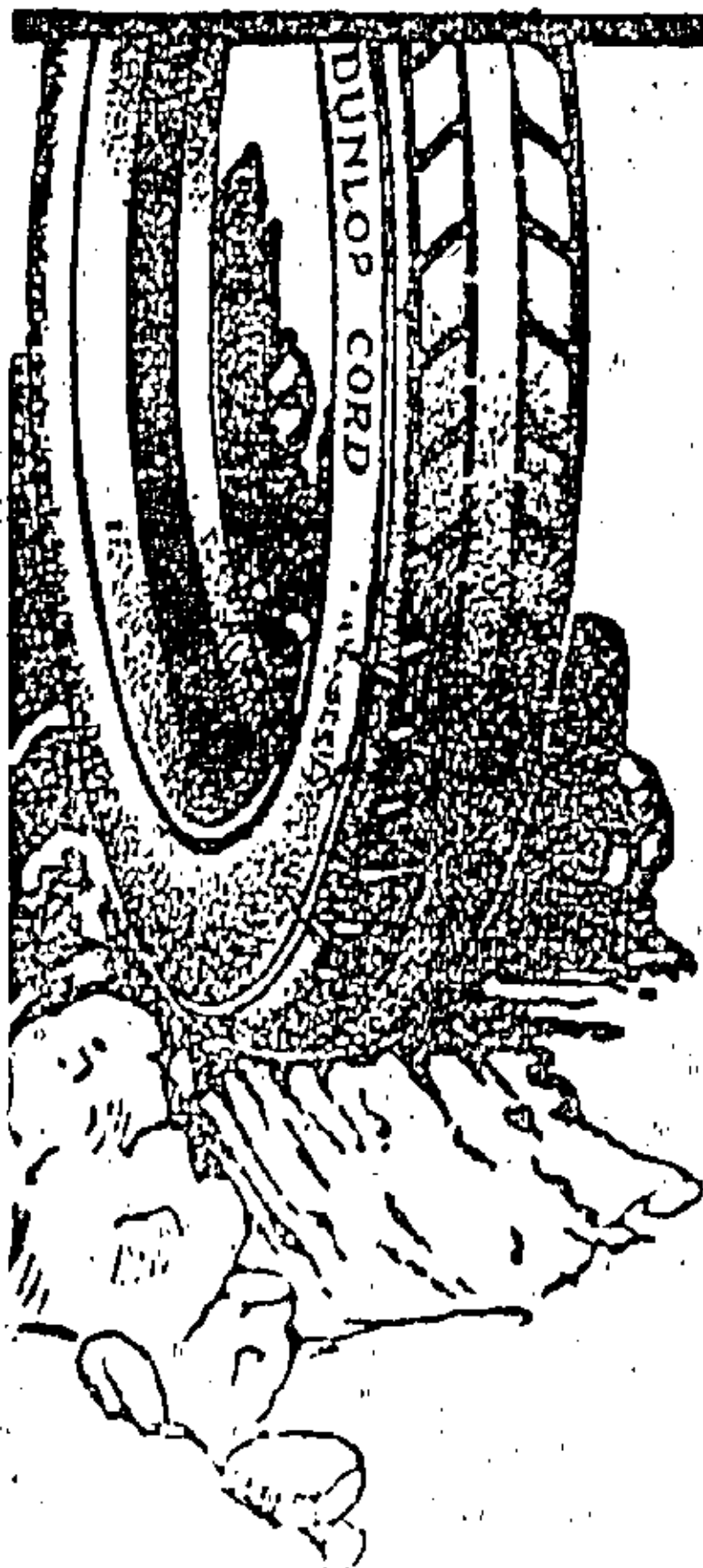
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A Fine Product and a Fine Policy

There are no finer tyres than

DUNLOP CORDS



They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

There is a Dunlop Representative at Hongkong, for your service.

DUNLOP RUBBER Co., (China) Ltd. HONGKONG HOTEL GARAGE.
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Telephone Central 4551. Telephone Central 4750.

A RETROSPECT.

BRITISH MOTORING IN 1925.

It has been an eventful year for the British motor-car industry. The outstanding feature has unquestionably been the rapid growth in the development of the small car. This class of vehicle has been turned out from the British factories in astonishing numbers—one firm alone having an output for the year of 50,000 cars. Such an achievement represents a triumph for the British industry, for hitherto we have never been able to create cars in numbers that in any way compare with our principal competitors—the United States. These figures are to be vastly increased in 1926. There is no doubt that the re-imposition of the McKenna duties on foreign cars imported into this country, which was carried into effect on July 1, has already been of great assistance to the British car maker. One of the direct results was the decision of one of the leading French manufacturers to build his cars for the British market in this country, and for this purpose he bought a site at Slough, Bucks, where 5,000 British workpeople are to be employed.

SMALL CARS ADVANTAGES.

But apart from the protection afforded by the 33½ per cent. import duties on foreign cars, the British car has triumphed on its own merits. It has introduced the delights of motoring to thousands of people who would not otherwise have been able to afford the pastime. In the few years that this type of car has been in vogue, it has proved inexpensive to buy and economical to run, it is lightly taxed, and most important of all, its lasting qualities have exceeded all expectations. It is not an exaggeration to state that the small car will be the world's most popular car of the future. It has already, within a few years, driven many cheap U.S.A. cars off the road in this country. It is being developed now on an extensive scale in nearly every European country, and the U.S.A. "the world's most prolific car-making country", which has hitherto neglected the small car, is now making feverish attempts to make up for lost time.

Attempts were made during the latter part of the year by one of the largest motor-car corporations of the United States to buy up a large British concern which makes a typical small family car of the best type. These, however, failed, and American engineers are now concentrating on the development of a small economical unit of their own. It is felt over there that the home has reached very nearly the saturation point, and that if trade is to be extended, makers must compete in the new small car market. But they are now some four years behind this country.

The development of the small car has led to a great increase in motoring in this country. In 1924, there were 756,000 licences issued for motor vehicles, exclusive of motor cycles. Before the end of 1925, the figure had risen to 888,000. We are still, however, far behind America, where, in 1924, 17,438,000 vehicles were registered. During the height of the summer season our main roads were crowded as never before. Every day hundreds of new motorists joined the ranks. Lack of experience in some cases, but recklessness and inexperience in the majority, resulted in very big increase in road accidents of all descriptions. Motorists were not only to blame. Careless cyclists, motor cyclists, and pedestrians helped to swell the daily toll of the roads.

At one period no fewer than 10 people a day, on an average, lost their lives through road accidents. Experience showed that, as regards motor-car accidents, the most serious and numerous occurred on "blind" corners. Early in the year experiments were made with what was known as the white line system. A white line was drawn in the middle of the road to indicate the position which a motorist should occupy in negotiating a bend or crossing. This system proved immediately successful, and toward the end of the year became pretty general throughout the country, local authorities who used the line reported beneficial results.

At the annual motor show at Olympia, early in October, one of the chief features was the development of the small six-cylinder car. Many new models with six-cylinder units of 15 h.p. and under were introduced. Prices were also reduced, though in most cases only slightly, but in this respect

buyers were not disappointed, for it was generally thought that prices last year had reached their lowest level. Four-wheel brakes were practically universal at the show, even on the smallest cars.

Two firms, who are producing 80,000 cars between them in 1926, both adopted this system. Of the safety of this device there can now be no possible doubt, and with so many new cars coming on to the road next year with this equipment, motoring generally should be safer—always provided powerful brakes are used intelligently.

Small saloon cars were also the fashion at the motor show. One maker showed his confidence in the pulling powers of the modern small engine by exhibiting at 7 h.p. saloon car to seat four people, the price of the vehicle being £200, the cheapest saloon car so far produced.

Motoring costs in 1925 were generally lower, except in the case of tyres. Owing to the shortage of rubber, the prices of tyres were materially increased during the year. But this was largely compensated for by the greatly increased wearing qualities of the modern cord tyre. Many motorists now find that they can obtain a mileage of 15,000 out of the new set of tyres, whereas a few years ago the figure was about 4,000 miles.

Altogether, it has been a wonderful year for the British motor-car industry, and prospects for 1926 are even brighter. Not only is our output for home consumption to be largely increased, but there is every indication that the British car maker is at last to have a share of the overseas trade.—Harold Pemberton, in *Daily Mail Year Book*.

MANY AUTOS STOLEN.

The present year probably will set a record for the number of automobiles stolen in Los Angeles, according to Walter Wood, head of the theft department of the Automobile Club of Southern California. While the number of cars stolen has been greater, there is also a larger number being recovered. It is expected that the recoveries will run 78 per cent. this year.

THE MOTOR IN WAR.

AN ENORMOUS IMPROVEMENT.

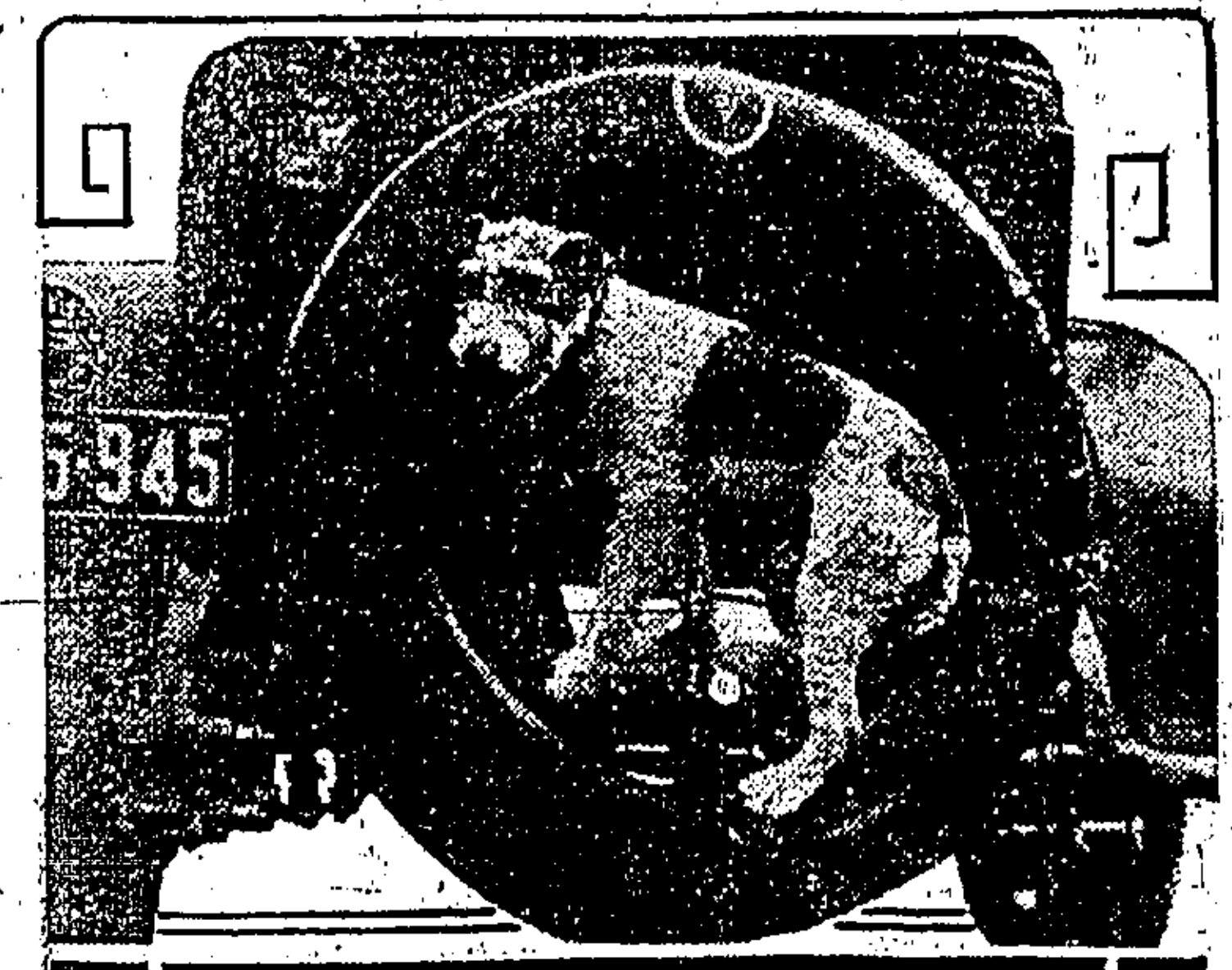
In the course of a lecture recently at King's College, Strand, Colonel J. F. C. Fuller pointed out how the petrol engine introduced a new factor in the late war. If it were not for the use of motor lorries the huge supply of shells in the fighting line would not have been possible. We began with less than 20 of such vehicles, and finished, in the fighting zone, with 118,000. Tanks were used for the first time correctly at Cambrai, in November, 1917, when a 15,000 yards front was penetrated by surprise, without any preliminary bombardment. He was of opinion that the use of tanks meant a greater change in war tactics than effected by the introduction of gunpowder.

There was a certain resemblance between the Gothic invasions of the fourth and fifth centuries and the war condition of the present age. The Roman legion was a slow-moving instrument of war, while the mounted Goths depended on superior speed and weight of shock, which gave them the victory at Adrianople in the fourth century. The armoured knight of the Middle Ages was a human tank, and infantry was nearly useless in cross-country vehicles.

less for a thousand years in the open where horses could operate. The superior strength of the horse enabled armour to be carried, just as to-day it was the superior energy of the petrol engine which did so. Was it, therefore, illogical to suggest that what happened in the days of the armoured knight might happen again? As regards the next war, we know that the side which possessed superior hitting power, guarding power, and mobility was the more likely to win.

On the declaration of war it would be possible for such a force to move 100 miles into the enemy's country, and this, meant, in all probability, a corresponding increase in fortifications to counter the mobility. His views were diametrically opposed to those of people who thought that fortresses were things of the past. If countries could be rapidly invaded their vital centres must be permanently secured. To-day we were in the Adrianople period of mechanical warfare. Infantry could not attack infantry in mountainous, thickly-wooded and swampy regions. Therefore, for combat purposes in level country, tanks would replace infantry, and in all other country infantry would continue much as before, but as they had got to keep pace with tanks, they would be moved in cross-country vehicles.

A STORY WITHOUT WORDS



DODGE BROTHERS

SPECIAL TOURING CAR

There's a real distinction between a smartly-equipped motor car and one that is over-equipped.

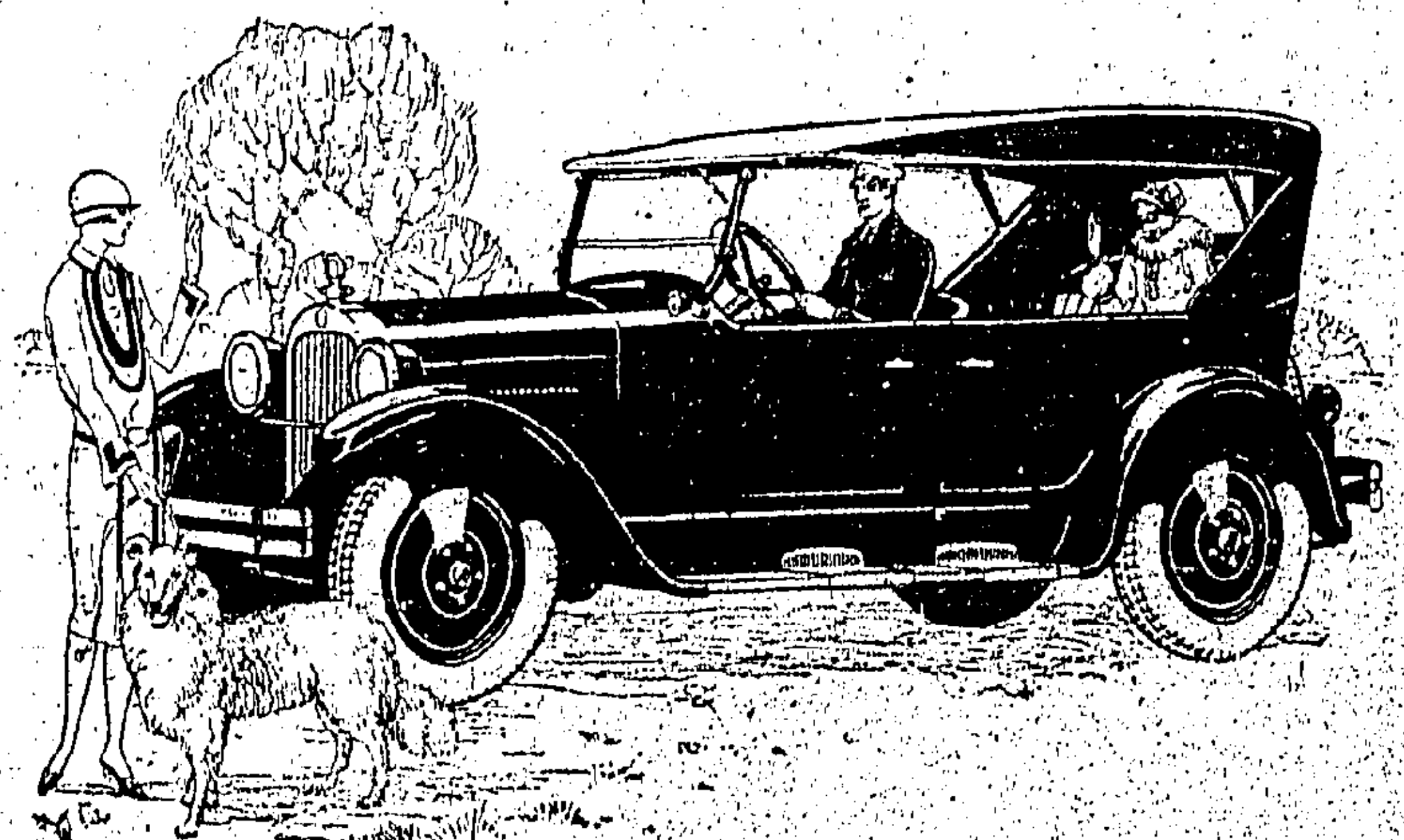
People are attracted by good taste in motor cars, no less than in matters of personal attire.

Dodge Brothers Special Touring Car is thoroughly and strikingly equipped, and yet the total effect is one of substantial refinement.

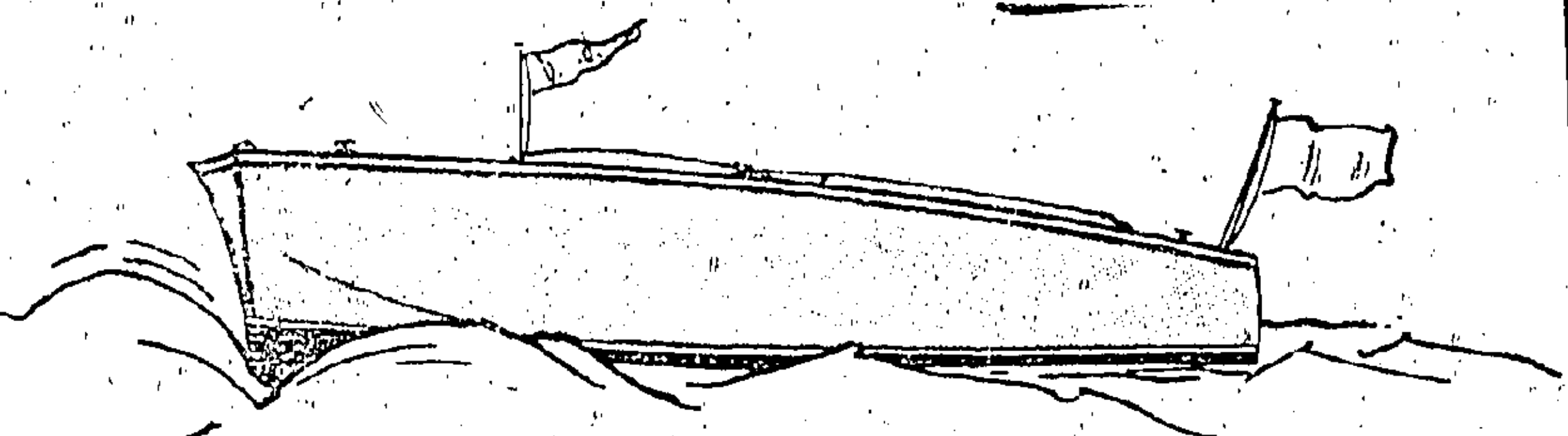
Five Balloon Tyres.

THE DRAGON MOTOR CAR CO., LTD.

33, WONG-NEI CHUNG ROAD ... HAPPY VALLEY



16 KNOTS



AILSA CRAIG

FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

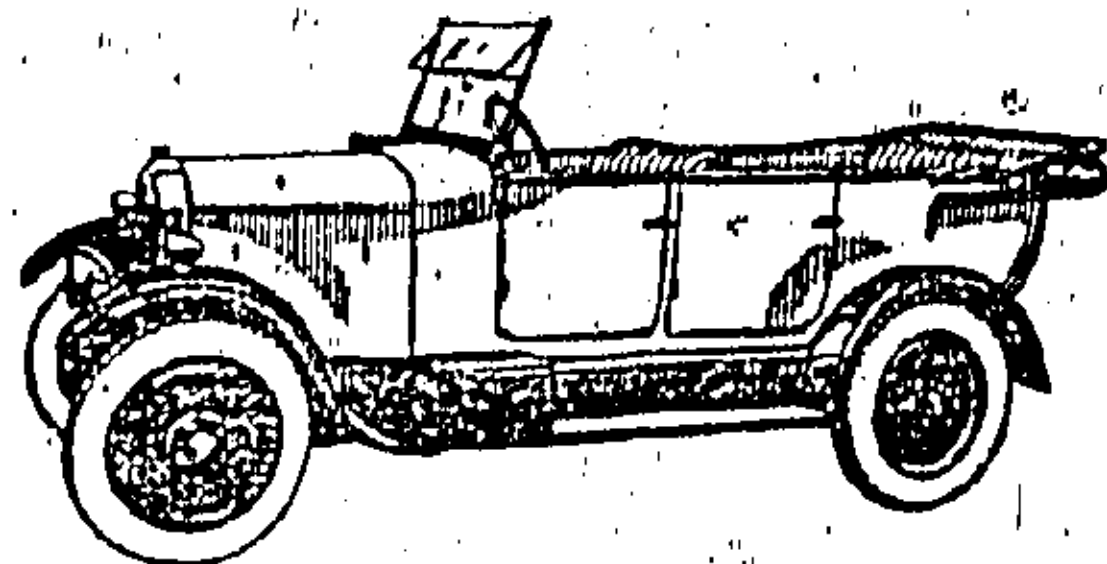
DODWELL & CO., LTD.

Sole Agents.

19 SINGER 26

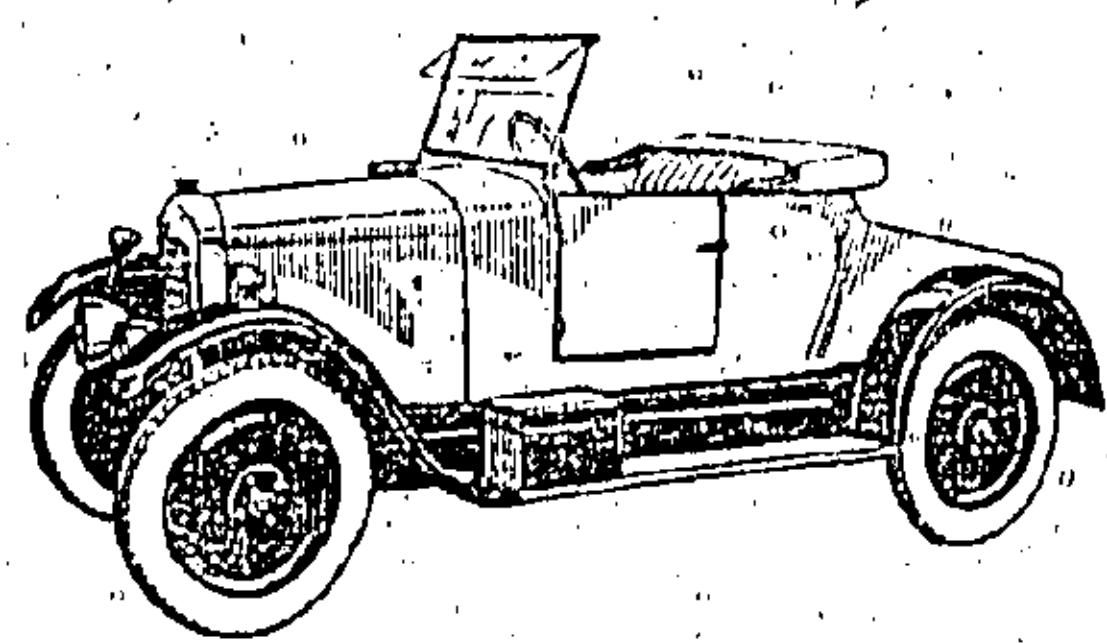
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car. Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"
\$2,200

British Throughout

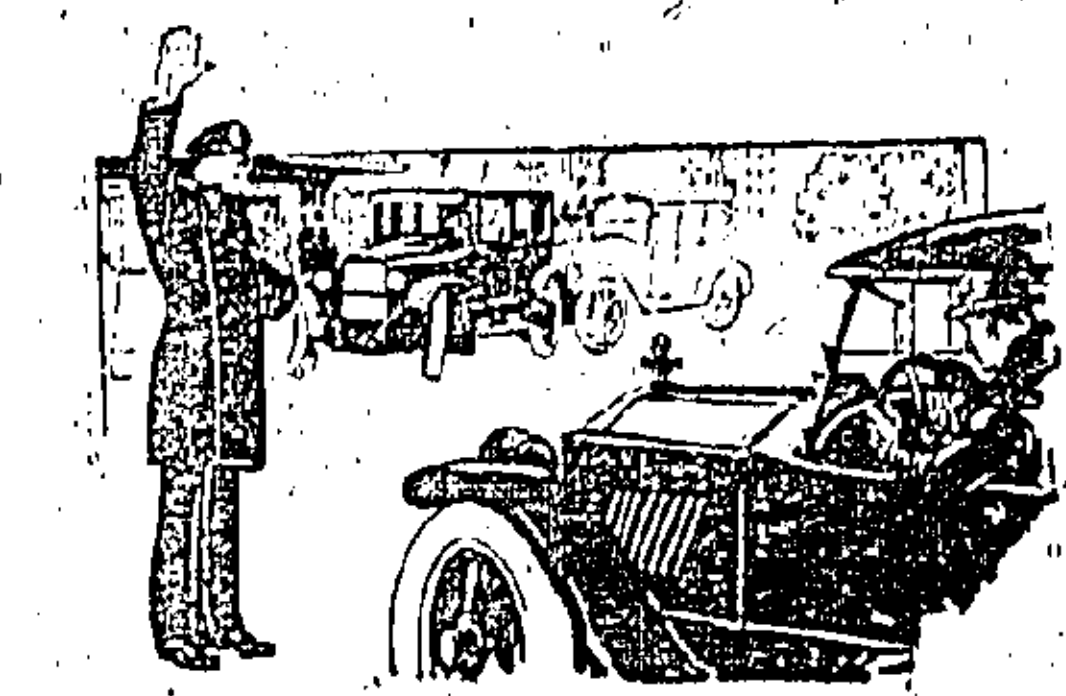


TWO SEATER "DE LUXE"
\$2,200

Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to—

GILMAN & CO., LTD.
HONGKONG BANK BUILDING.



Stop!

Make sure your car is right
before starting on your
Pleasure Trips.

Drive around to The Dragon Motor Car Co., Ltd.
to-day.

"There's a reason" why so many motorists
let us keep their cars in tip-top shape. We'd
like to demonstrate the dependability of our
service to YOU!

The Dragon Motor Car Co., Ltd.

33 Wong Nei Chung Road

Happy Valley



SOCONY
MOTOR OILS
AND
GASOLINE

ACROSS AUSTRALIA BY MOTOR.

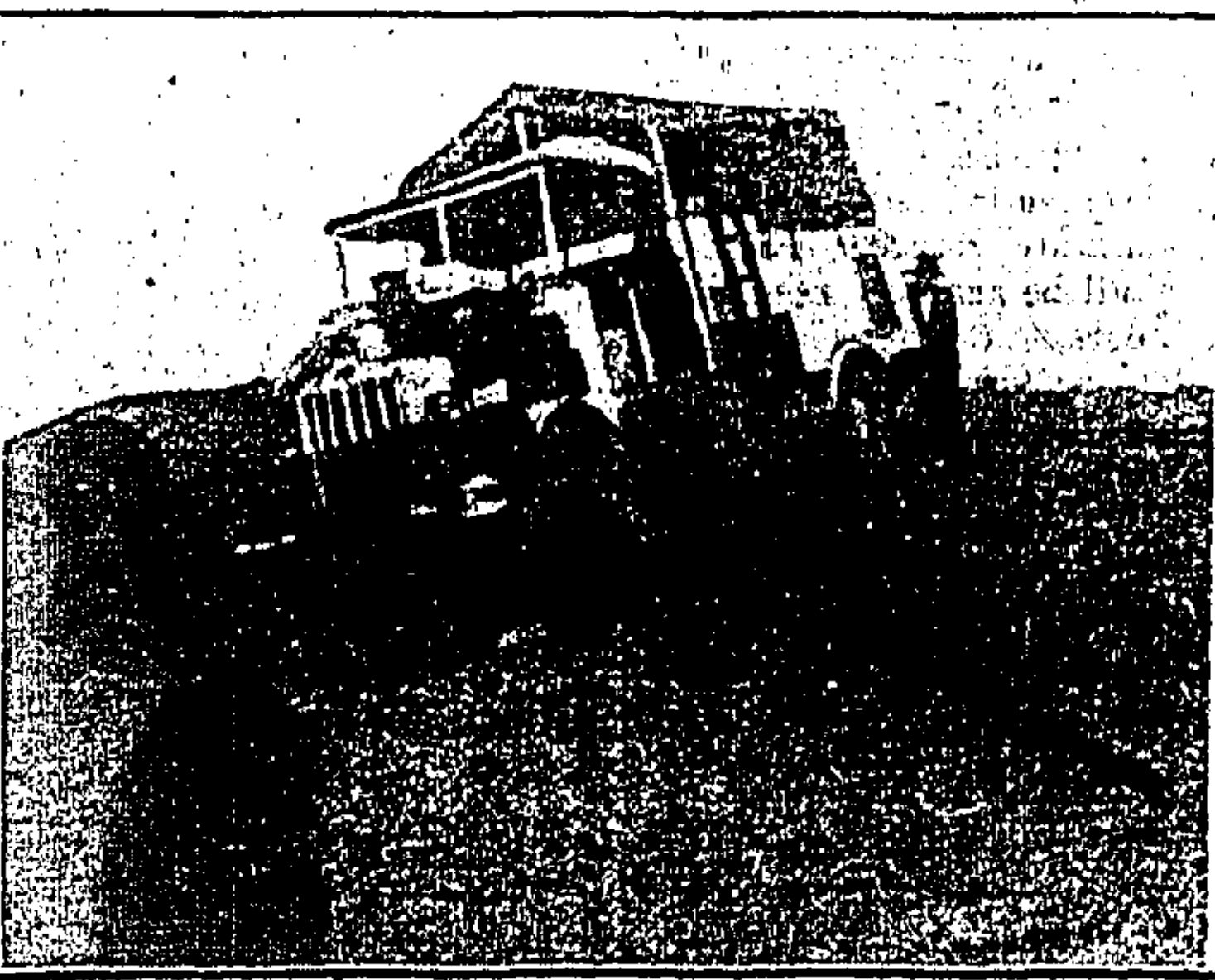
HAZARDOUS JOURNEY THROUGH SAND AND MUD.

The report has just reached Hongkong of a remarkable motor journey across Australia, undertaken by the Metropolitan Ice and Fresh Food Co., Pty., Ltd. of Melbourne. The route was from Melbourne to Adelaide, from thence across the great stretch of almost unknown country Darwin, returning via Brisbane and Sydney—an approximate distance of 6216 miles. We believe that a similar trip was undertaken some few years ago by the well known explorer of Australia's "Great Unknown" Francis Birtles, but in that instance a light car was employed and the minimum of baggage carried. The tour under review was accomplished with a heavy commercial vehicle—an "A.E.C."—the fully loaded weight being 6½ tons.



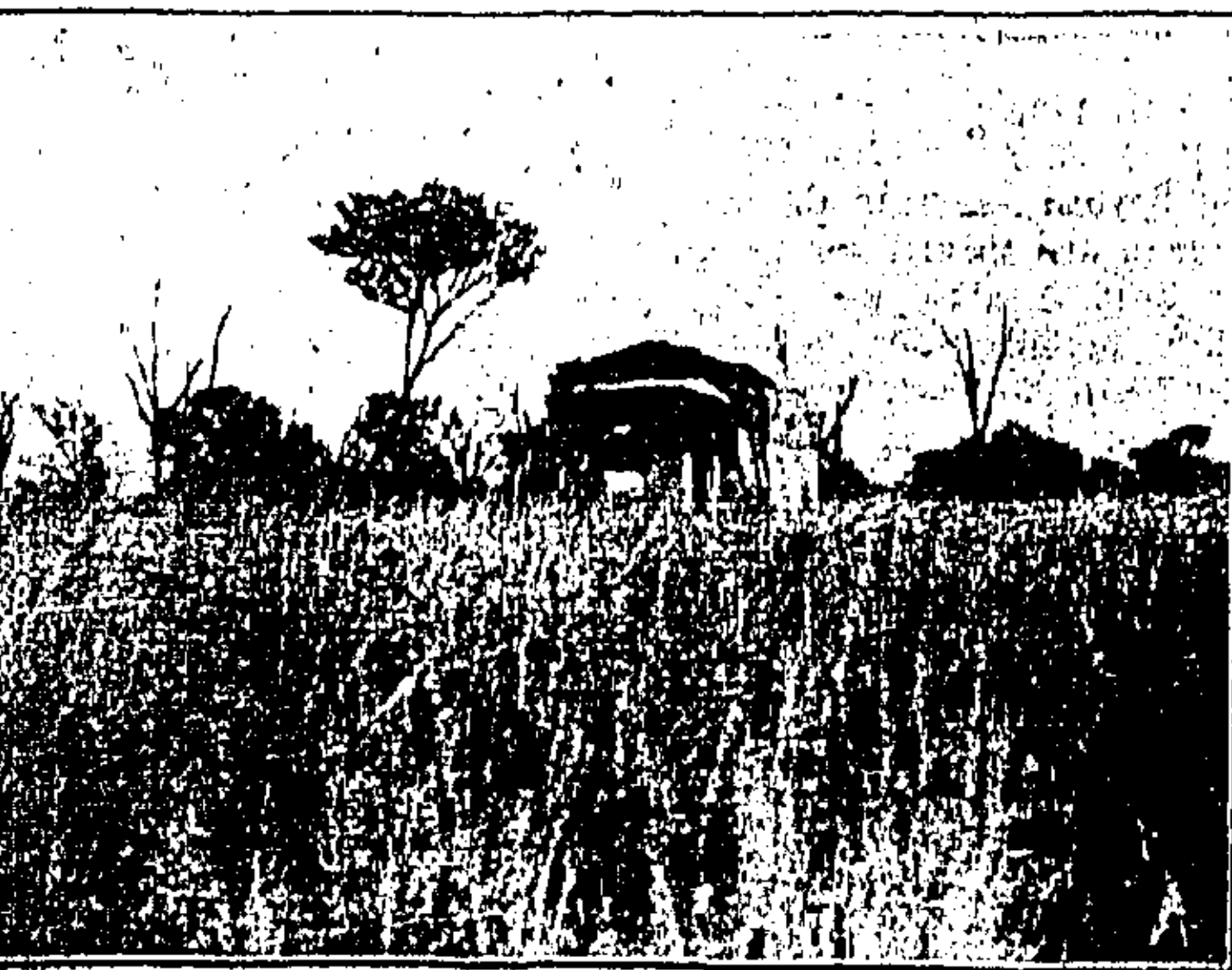
After heavy rains, the rich soil becomes a veritable quagmire as this photo shows.

The arranging of such a difficult trip, as this, naturally calls for the most careful calculations regarding fuelling, provisioning etc., for it has to be remembered that much of the route is through country which, to all intents and purposes is unexplored. Rivers, or as they are commonly known in Australia—creeks have to be crossed, which although possibly in low water at times, are liable to become raging torrents after heavy rain. It can easily be



Sand is another obstacle which has to be overcome. This photo gives a good idea of the difficulty it presents to the automobile.

imagined therefore that after crossing, retreat might be cut off for weeks or even months. Not only this, but sand and mud have to be conquered, roads being conspicuous by their absence. After careful study of probable conditions, Mr. W. Dunkerley, the Governor of the Company undertaking the venture, allowed for a mileage of seven per gallon. The actual load was greater than had been anticipated, for upon leaving Adelaide it was found to be 3 tons, 5 cwt. and 2 qrs. On leaving Codrington it had increased to 3 tons 16 cwt. from which place 22 drums of "shell" spirit were taken "on board to carry the party over a stage of 1,200 miles between rail-heads. In spite of this overload, the



Where roads are as yet unknown. A scene in Australia's uninhabited interior.

consumption averaged slightly over seven miles to the gallon. At times, owing to heavy sand, it was necessary to travel at hours at a stretch on first gear, and for many days, anxious times were experienced owing to the difficult nature of the track.

Mr. Dunkerley is loud in his praise of "Shell" motor spirit. In a letter to the suppliers, he states "When we came through and considered that each gallon of petrol had pushed over six tons an average of seven miles through and over all obstacles, we felt of marvellous."

ENGINEERS BUSY.

STUDYING MINDS OF OWNERS.

[BY ISRAEL KLIEN.]

Automotive engineers are studying the mind of the motorist to find a way toward improvement of his machine's riding qualities.

Far-fetched as this might seem, it reveals a definite link between the driver and his car.

The driving of an automobile creates two distinct impressions, physical and mental. The automotive engineer gives these impressions the apparently unrelated name of "insults."

The "insults" with which the engineers concern themselves most are the disagreeable ones, resulting from poor riding quality. Both physical and mental "insults" have to be considered in the search for the causes and cures of discomfort in motoring.

Therefore the engineers begin with a consideration of these physical and mental "insults."

Vibration and Noise. A thorough study of this phase of motoring in its relationship with automotive designs is being made by the research department of the Society of Automotive Engineers. A preliminary report is made by H.L. Horning, of Waukegan, Wis.

In their studies so far, Horning reports, the members of the research department have found that vibration and noise are physical and mental "insults" which the automotive engineer can correct by improvement in the design of the automobile. The disturbance a car makes, says Horning, causes fatigue, pain and even a sense of fear, on the part of the driver and of his passengers.

Manufacturers have already done much toward the elimination of these "insults." Four wheel brakes not only allay the sense of fear, by their double assurance of stopping the car within a safe distance, but they increase the pleasure of driving by stopping the car quickly.

Improvements Made. Quick acceleration and deceleration explains, Horning, affords physical and mental pleasure, because of the rapid change they

UNREASONABLE PROSECUTION.

SUMMONS DISMISSED.

An unreasonable prosecution has just been strongly contested by the Automobile Association, at Marlborough Street Police Court, on behalf of one of its members.

The A.A. member's car was stationary in Elm Yard, facing a blank wall, which was about six inches away, but despite this, he was summoned for not showing a white light to the front.

The Association's solicitors contended that no useful purpose could be served in having a light showing on a blank wall, and the summons was dismissed.

TRACING STOLEN CARS.

EXPERIMENTS WITH CHEMICAL.

Philadelphia police are experimenting with a chemical by which they expect to identify original numbers and other marks obliterated by auto thieves.

When the serial numbers have been filed or chipped off, and covered with other numerals, it is said this chemical will bring out traces of the original and true mark that otherwise would be invisible.

Through its means, therefore, police expect to be able to trace the ownership of the stolen car.

afford. The price we pay in increased fuel consumption is overlooked by the average motorist.

Engines are being isolated from the chassis, with the view toward decreasing the vibration of the car. As much attention is being paid now to balancing the clutch, drive-shaft and universal joints, as was given heretofore to balancing the crankshaft and flywheel.

Hard steering, bad spring design, narrow seats, instability of the foot on the throttle and ever poorly designed body hardware are "insults" that need correcting, to improve the riding qualities of cars.

Four wheel brakes have helped much in the direction for the better, and balloon tyres promise so much, Horning adds.

TRAFFIC CONTROL.

PREVENTION OF ACCIDENTS.

America's progressive safety campaign to reduce traffic accidents is meeting with success.

Automobile drivers and the general public are being educated regarding principles of safety. Recklessness on the part of drivers or pedestrians is discouraged by public opinion and judicial decisions.

Although Sunday and holiday traffic jams continue to result in many accidents, there is the belief that people to-day are more cautious than ever before.

A great deal of serious thought is being given to the prevention of traffic accidents.

Government Regulation.

Government officials have also done considerable to make motoring safe.

The state license for drivers is one method which officials use to keep careless and inefficient drivers off the highway.

Many states have uniform highway markers which indicate every road hazard to warn drivers in unfamiliar districts.

These warning signals designate curves and turns, schools, railway crossings, hills, steep grades and the like.

Widen Streets.

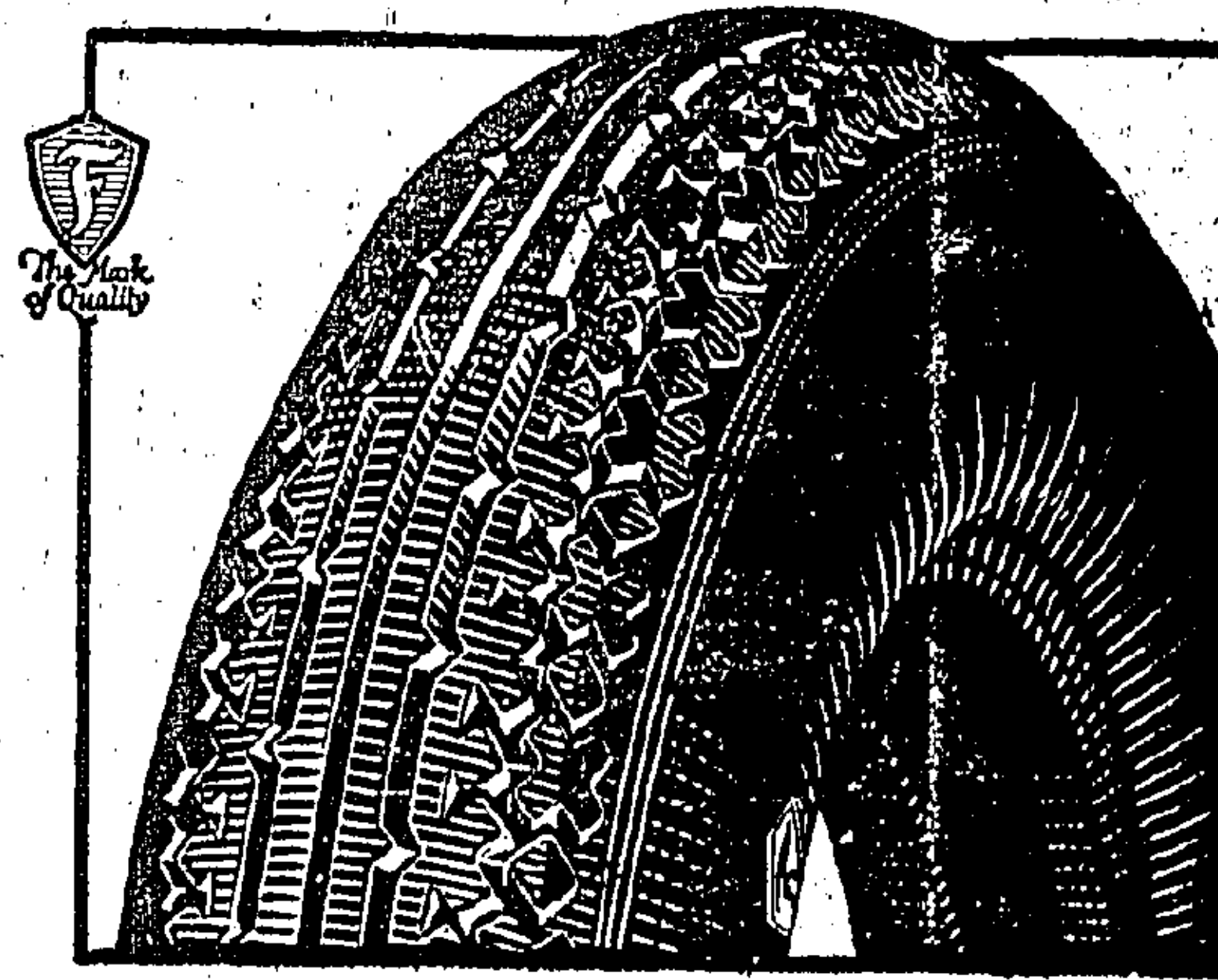
Main-travelled streets are being widened to accommodate heavy traffic with less congestion. Highway officials have widened intersections, rounded corners, repaved streets which were not used because of the poor pavement and eliminated grade crossings.

The white line through the centre to the paved road, which is common on well-kept highways, serves to regulate traffic and prevent collision accidents.

Within most cities' limits, the points of heavy traffic and school crossings are under supervision of a traffic officer.

Automobiles are made safer by being provided with non-glare lights and good braking systems.

It is expected that during the present year a noticeable decrease will be recorded in the number of traffic accidents.



The Luxury of Riding On Gum-Dipped Balloons

Motorists everywhere know that any car delivers better service on these Firestone Full-Size Gum-Dipped Balloon Tyres. They are made flexible and strong by the Firestone process of Gum-Dipping and are giving car-owners a new idea of comfort

and smooth riding with safety.

Our patrons find that these low-pressure tyres not only give utmost luxury but a far higher degree of mileage without delay or trouble.

Let us make the change over for you.

MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

The Dragon Motor Car Co., Ltd.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

TEL. C 1246 or 1247

G. W. K.THE EASIEST CAR
TO DRIVE
THE SIMPLEST TO
LOOK AFTER
—AND CHEAPEST TO RUN.**BRITISH THROUGHOUT**

The Ideal Car for Hongkong

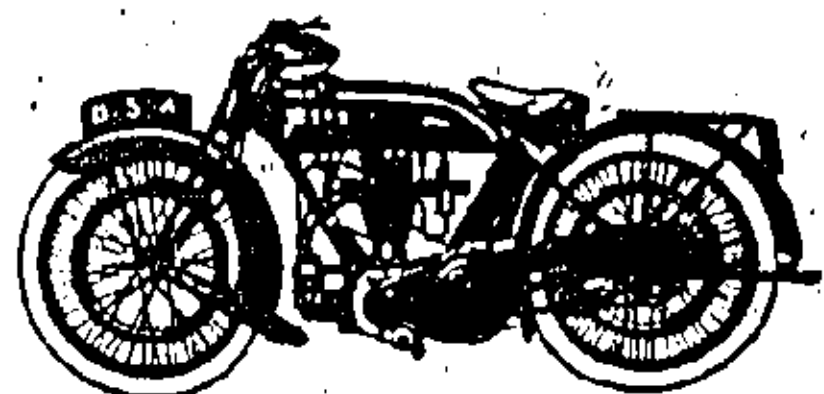
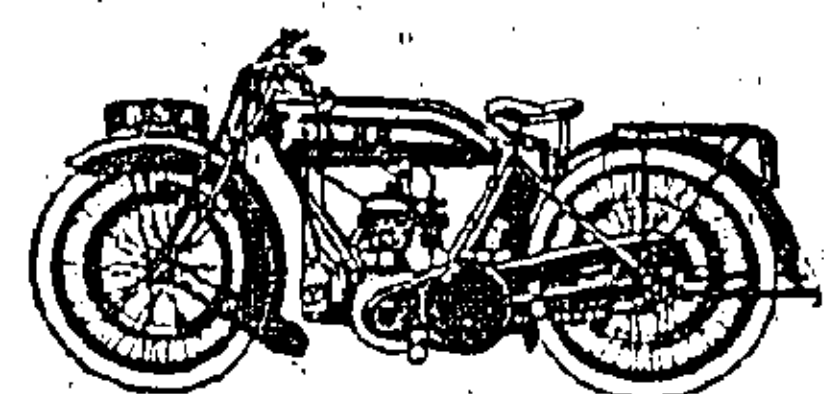
10-8 H.P.

\$1,050 Ready for the Road.

Full Particulars from—

GILMAN & Co., Ltd.

HONGKONG BANK BUILDING.

**B. S. A.
MOTOR CYCLES**Famous For Reliability
and EconomyFull Particulars from the
Sole Agents:
THE SINCERE CO.

SHELL
DELIVERED BY OUR OWN
LORRIES Direct into CERTIFIED
SHELL PUMPS
IS ALWAYS THE SAME
PERFECT QUALITY AND
CORRECT MEASURE

The Asiatic Petroleum Co. (S.S.) Ltd.
(Incorporated in England)

EXAMPLE TO HONGKONG.

Thousands of dollars are paid out by motorists each year in the United States for penalties in failing to comply with the license law. In California, 50,000 persons were penalized nearly \$200,000 last year because they did not make application for a license within the time designated by law.

MOTOR TAX HEAVY.

Washington state treasurers have estimated that the state highways will receive 8,000,000 from motor vehicle license and gasoline tax receipts this year. Of this amount, about \$4,980,000 comes from motor vehicle licenses and about \$3,020,000 is from the gasoline tax.

THE PLAIN MAN AND HIS CAR.VII.—STARTING
(By P. W. F. Mills.)

There are certain steps to be taken before attempting to start cars engines which are as necessary when the engine is already warm from previous running as when the engine and cooling water are cold. The petrol supply tap from the tank to the carburettor must be set in the "on" position. The gear control lever must be in its neutral position, and the hand brake lever must be locked in the "brakes on" position. The throttle lever should be set about one quarter open, and the ignition timing control lever must be set at "full retard." If no preliminary "swinging" is intended the ignition should be switched on before operating the starting handle or starting motor.

It is safe to say that if a car engine is functionally sound there should be no difficulty at all about starting it when warm, but this does not apply to engines being started "from cold," particularly when the start is being attempted in cold weather or when the engine has been lying idle for some time. Under running conditions a considerable amount of heat passes from the cylinder casting and the cooling water to the carburettor and inlet pipe, and in some cases the systems of "pre-heating" mentioned in a previous article supply additional heat to the inlet manifold. When the engine is cold these aids to vaporization are absent, and without some means of temporarily altering the carburettor adjustment it might be impossible to introduce into the cylinders a mixture rich enough to ignite easily. The most commonly employed temporary adjustment is that known as "flooding the carburettor." As described in a previous article "flooding" consists of suspending for such time as is required the normal action of the float feed mechanism in the carburettor float chamber, allowing the level of petrol in the jet chamber to rise unchecked. The high level in the jet chamber results in the engine drawing in a mixture much richer than normal, and the enrichment of the mixture continues until the float mechanism has resumed operation and the level has dropped to its usual height.

Occasionally a carburettor is fitted with a valve by which all or some of the air supply may be cut off as required. These devices are called "air-stranglers," and they serve as alternative or supplementary methods to flooding. Their effect is not altogether similar to that of flooding, as the principal difficulty in introducing a sufficiently rich mixture into the cylinders arises through condensation of petrol vapour in the inlet pipe, beads of liquid petrol being deposited on the walls of the pipe. If this should be the cause of the engine refusing to fire flooding should be more effective than air-strangling as a remedy. A method which should overcome the difficulty in

any case is to insert a rag soaked in petrol into the air intake orifice, allowing it to remain there until the engine has warmed up. This combines an increased supply of petrol with a decreased supply of air.

If weather conditions make it desirable to empty the radiator at night it is useful to make a point of filling it with hot instead of cold water. But when there is no danger of the radiator water freezing during the night draining the radiator in the morning merely for the purpose of refilling with hot water is too inconvenient to be practicable.

In starting car engines under difficult climatic conditions it must be borne in mind that three factors will greatly influence the easiness or difficulty of the attempt. It is absolutely essential that the magneto shall be providing a spark, at the low speed at which the engine will be turned over, of sufficient pressure to bridge the gap at the plug points against the compression pressure in the cylinders. This means that not only must the magneto be in good general order but the plug points must not be set too widely apart. Should the gap appreciably exceed 1/50th of an inch the pressure of the compressed mixture may prevent passage of a spark across them at low speeds. It is also essential that the crankshaft shall be rotated at a speed high enough to create the required suction past the carburettor jets. If the engine is "gummy" and difficult to turn injection of petrol through the compression taps will free the pistons, and, as mentioned in a previous article, holding the clutch out will be of assistance. The final essential condition is that a mixture richer than the normal shall be actually reaching the cylinders. Condensation in the inlet system, resulting in weakening of the mixture, is almost inevitable, and only the use of such means of creating a very rich mixture as may be provided will remedy this.

It is a fallacy to believe that the wider open the throttle in starting the better chance there is of the engine firing at once. If all means of obtaining a rich mixture are employed on one occasion the amount of throttle opening will have less bearing on the probability of an early start than when a start is attempted with the minimum of previous preparation, but it is to be remembered that all carburettors are designed to provide a slightly richer mixture at small throttle openings, and as a general rule the throttle should not be more than one quarter open until the engine actually fires. Even then it should not be opened really wide, or the symptom known as "choking" may become evident. When the engine has run for a few minutes the throttle may be opened as wide as is required and the ignition timing control lever "advanced" accordingly.

BATTERY ABUSE.OVERWORKING
SELF-STARTER.

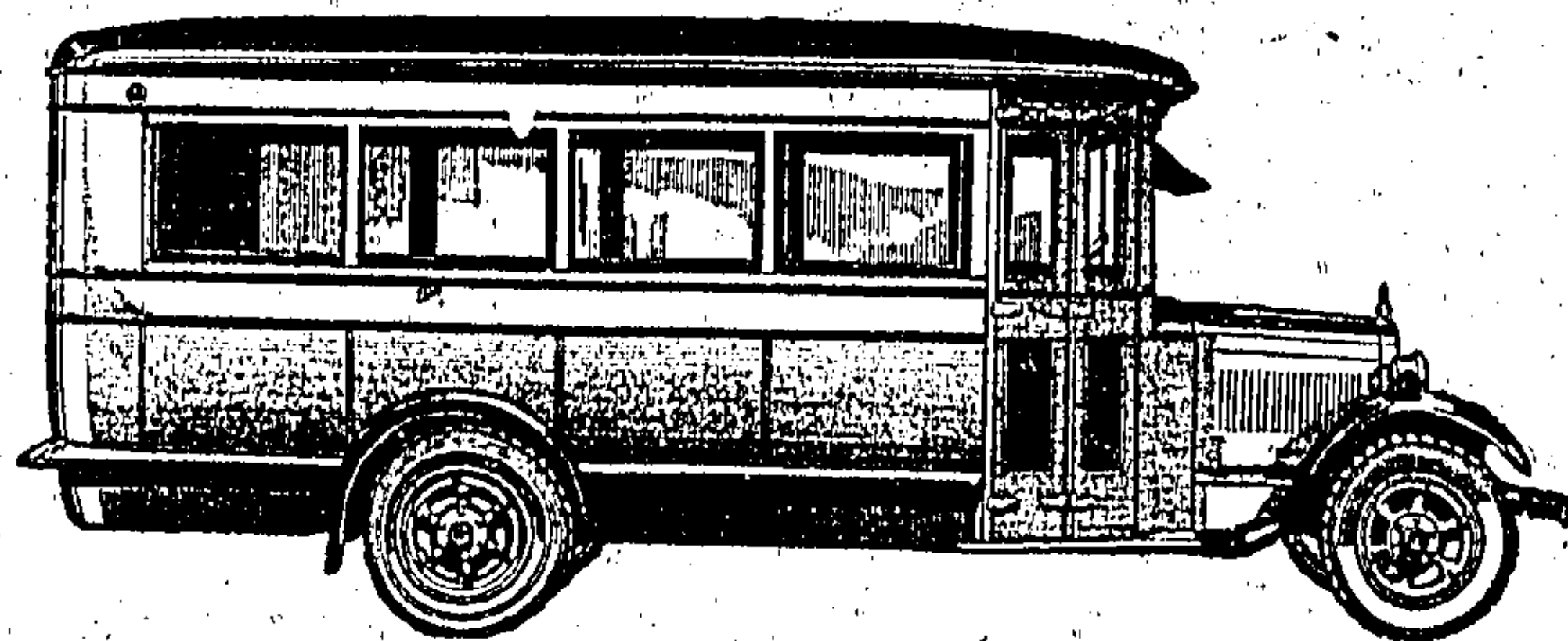
No single improvement has contributed so much to the comfort and utility of motoring as the so-called "self-starter." Yet nothing has contributed so much to the general deterioration of the ordinary touring car and commercial truck engines. In the old days of hand cranking it was necessary to keep the engine in sufficiently good order to ensure reasonably easy starting, which meant that it was also in the best condition for general driving.

Now the majority of owners do not appear to care how hard the engine is to start so long as the electric starter eventually gets it going. That mournful wail from the starter gears is a reproach to the neglectful and careless owner. Twenty seconds' grinding with the starter will take more out of the battery than can be replaced in 20 miles of steady driving.

Few batteries wear out—they are ruined by abuse of the electric starter. Keep the engine in condition to start easily by hand at any time, and all will be

well. With proper treatment a good battery will require little attention beyond keeping the terminals clean and tight, and keeping the fluid up to the proper level. Use nothing but distilled water to refill the battery. If this does not appear to give the desired result, take it to a battery service station and have it tested.

Do not attempt to replenish the acid or tinker with it in any other way. The starter motor will need little attention if intelligently used. All it requires is a little oil in the right places, and an occasional inspection of the commutator and brushes.

IT ISN'T SO BAD TO
MAKE MISTAKES IF
YOU MAKE NEW ONES

The Dodge Brothers Dealers can supply the chassis on which any type of body desired may be built.

Chassis YB.....G \$1,600
Street Car Type 202 Motor Coach.....G \$3,840**From Rail to Rubber**

A mighty new link has been welded inseparably into the world's transportation system.

The Motor Bus!

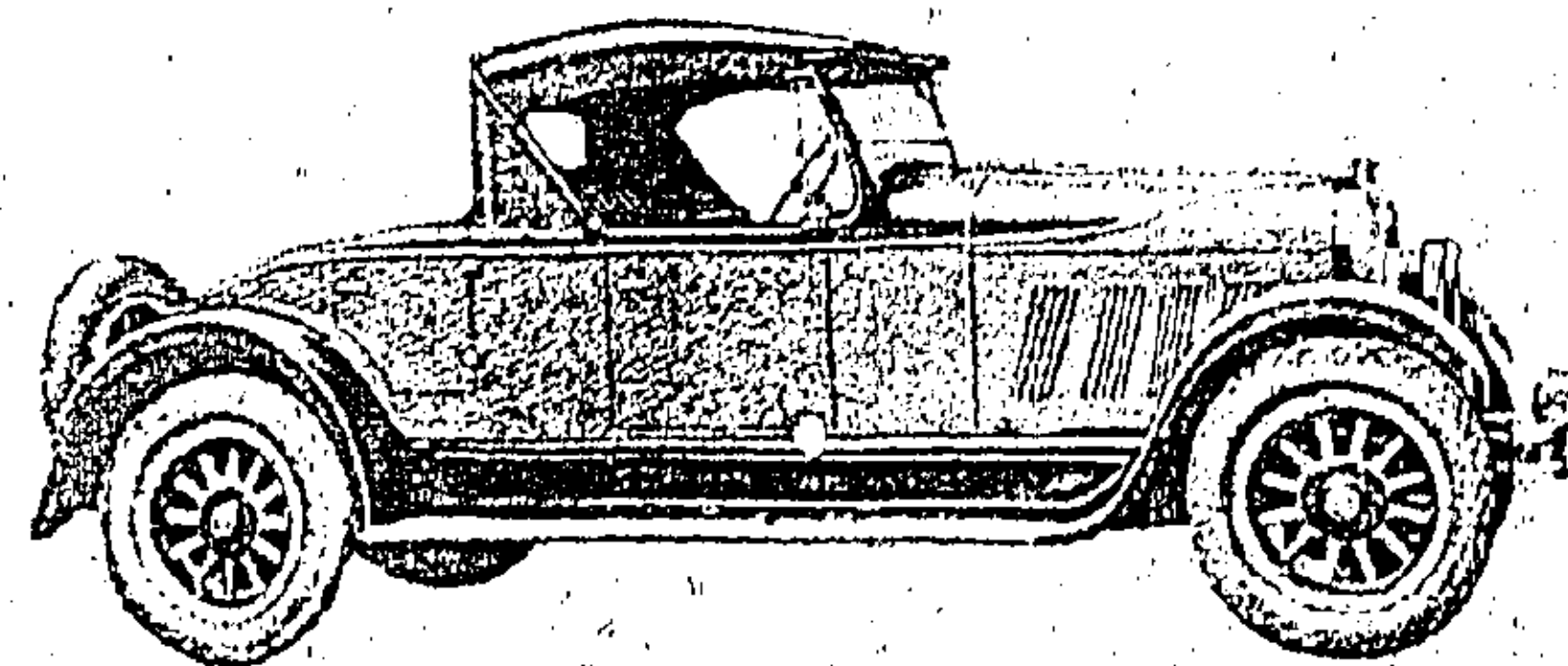
It spans the gap between city railways and suburban homes, between metropolitan depots and isolated towns. Keen visioned railroad and street car heads have welcomed the Motor Bus as an indispensable aid and ally. It is the connecting link that permits extension of their service to the remotest sections.

The light, fleet and sturdy Graham Brothers Bus especially impresses them. Powered by Dodge Brothers Engine and built by a manufacturer of a knowledge leadership and responsibility, it may always be relied upon to match the most punctilious schedules.

Graham Brothers Busses are roomy, comfortable and easily handled. They are dependable, long-lived and low in upkeep cost. A valuable in several attractive types and sizes—at prices made low by large production.

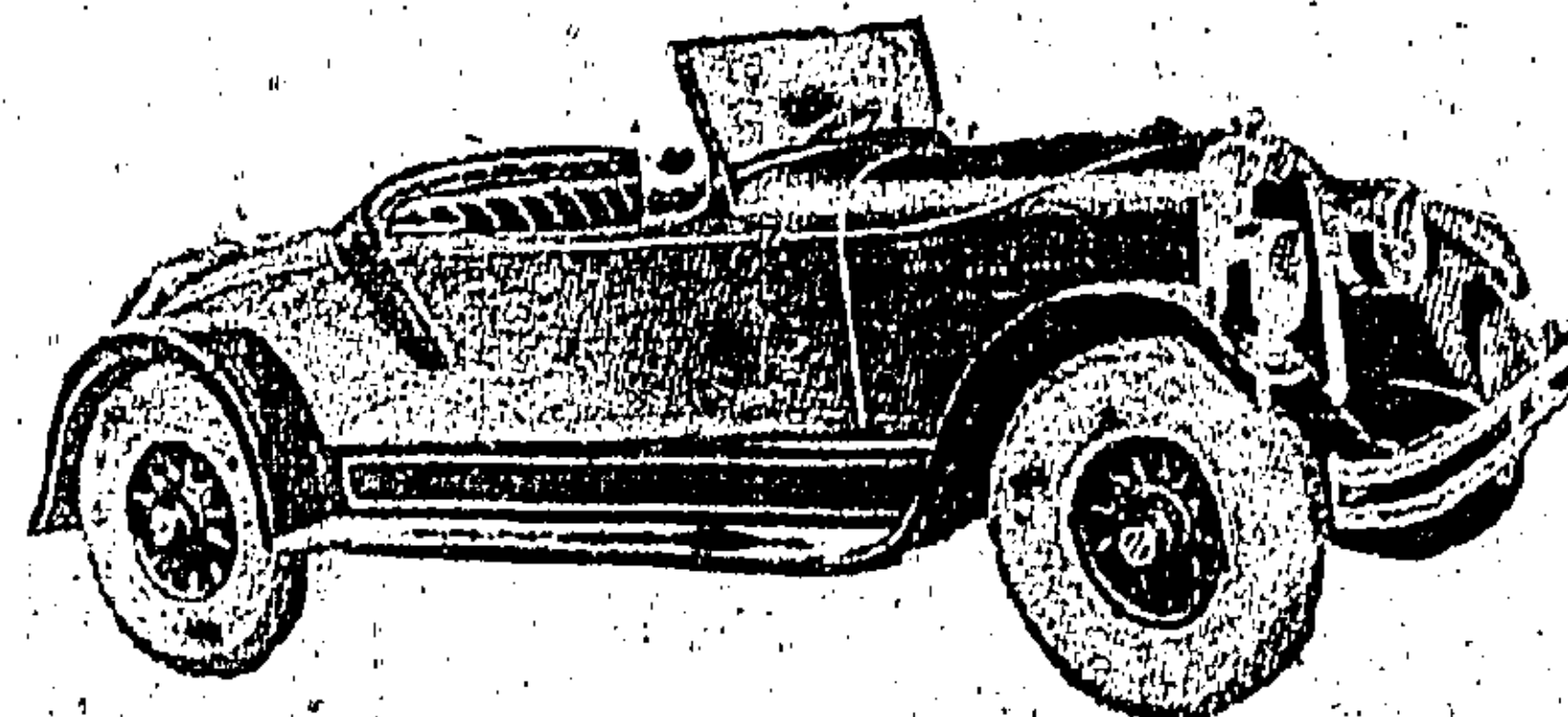
THE DRAGON MOTOR CAR CO. LTD.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.....TEL. C. 1246 or 1247**GRAHAM BROTHERS**
CHASSIS—TRUCKS—BUSES
SOLD BY DODGE BROTHERS DEALERS EVERYWHERE**AUBURN**

THE 8-88 ROADSTER



The "pleasure" car of the Auburn line. A run to the Club—Shopping tour for pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pop to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models. 120" wheelbase.

SALE AGENTS FOR SOUTH CHINA

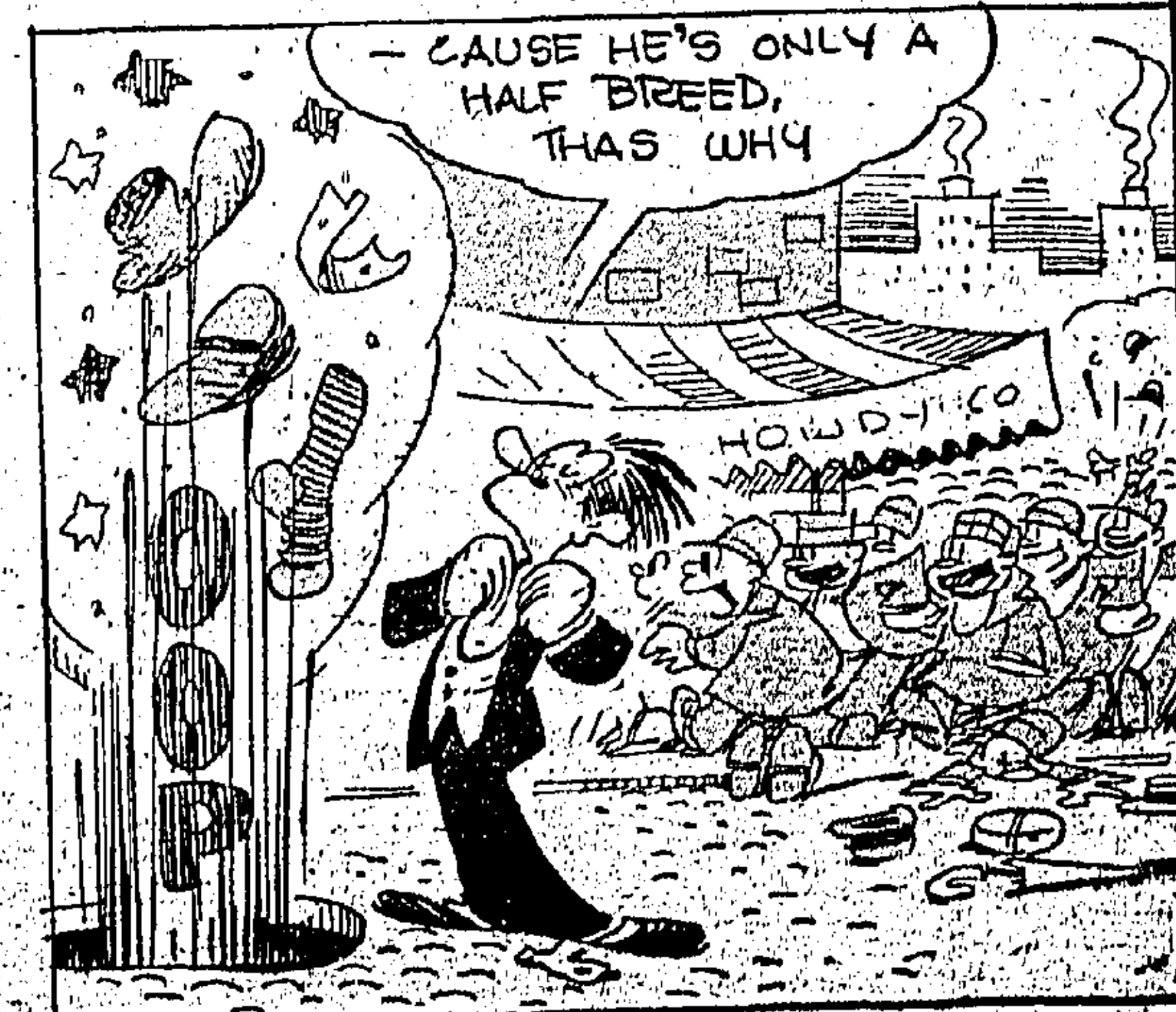
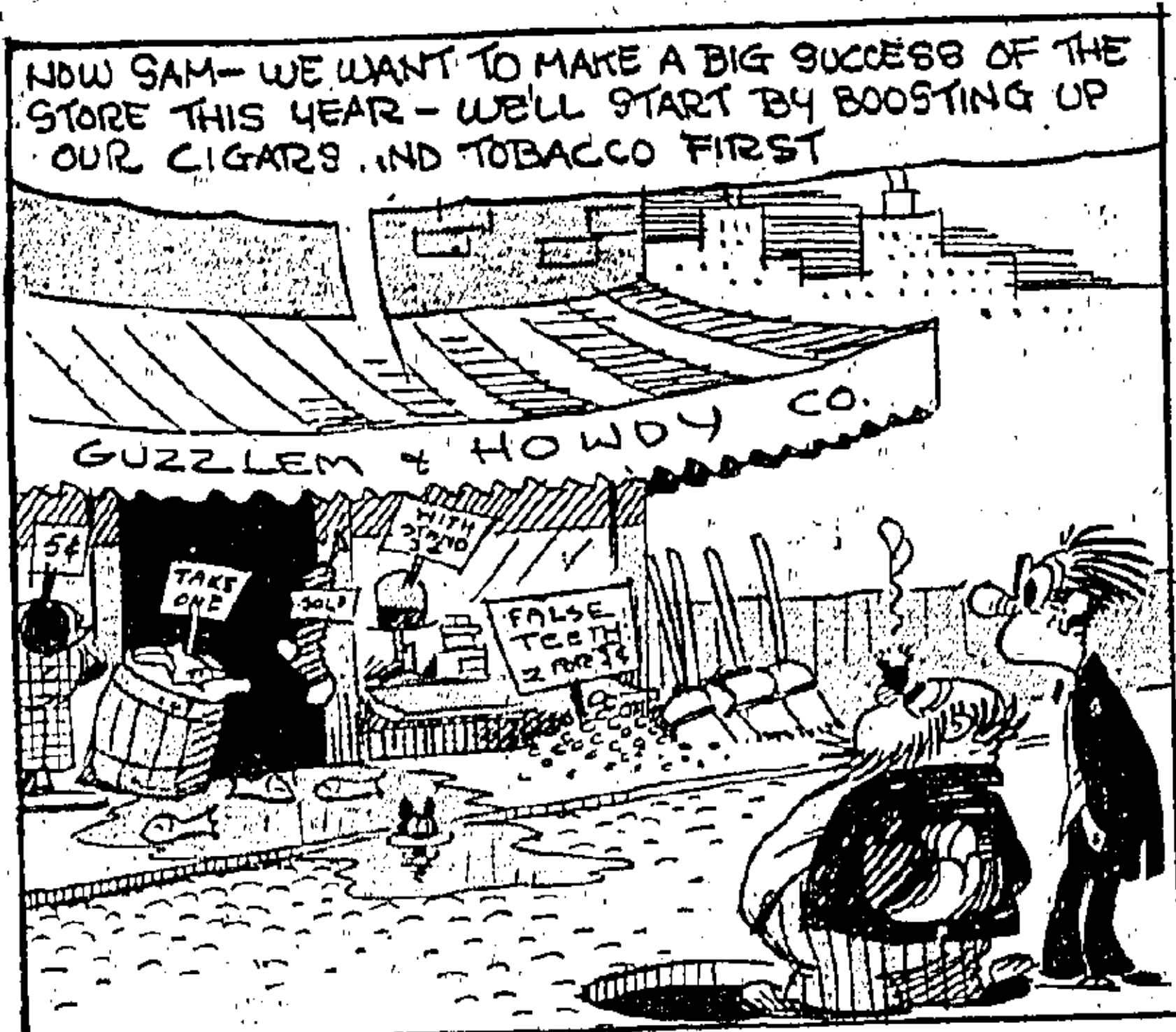
UNIVERSAL AUTO SUPPLY CO.Inspect our large stock of Motor Accessories and Spare Parts.
Sole Agents for Indiana Trucks.

FIRST FLOOR ASIATIC BUILDING.

TELEPHONE C. 4915.

ALESMAN AM

by SWARTZ 1-10-26
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LIQUOR LAWS.

NEW HONGKONG REGULATIONS.

Old regulations under the Jiquors Ordinance, as to the substances to be used, and the quantities thereof for denaturing spirits, have been rescinded and the following substituted:

- (1) Alcohol and liquid containing alcohol shall be considered to be denatured spirit when coloured, to the satisfaction of the Superintendent, with methyl violet, and when to each 100 gallons has been added not less than one-half gallon of crude pyridine of a quality to be approved by the Superintendent.
- (2) Alcohol and liquid containing alcohol shall be considered to be denatured spirit when it contains either: (a) the quantities of substances prescribed by the British Pharmacopoeia or British Pharmaceutical Codex for making those medical preparations, spirits, wines and other preparations, which cannot be used as beverages; (b) such quantities of medicinal substances as to render the liquid unfit for use as a beverage; or (c) bulk for bulk Chinese vinegar containing not less than two per cent. of acetic acid.
- If it can be shown on application to the Superintendent that spirit of a special kind is required for any particular industry or purpose, any quantity of alcohol or liquid containing alcohol shall be considered to be denatured spirit when any substance which the Superintendent in his discretion may approve has been added to such quantity, with or without the addition of an aniline dye, as the Superintendent may direct. Provided that the Superintendent, as a condition of his approval, may require an undertaking, to his satisfaction, that the applicant for such approval shall account for the disposal by him of the quantity so to be denatured.
- A certificate under the hand of a Government analyst or of such other person as the Governor may from time to time appoint in that behalf, to the effect that alcohol or liquid containing alcohol has been denatured to his satisfaction in accordance with these regulations have been complied with.
- Except with the written permission of the Superintendent, no denaturing shall be done without the presence at the operation of a revenue officer or a Government analyst or such person as the Governor may from time to time appoint in that behalf; and notice must be given to the Superintendent by the person desiring to denature alcohol or liquid containing alcohol, to enable such presence. Samples of the denatured spirit, for the purpose of examination or analysis, may be taken by and shall be supplied free of charge to the revenue officer, Government analyst or other person as aforesaid present at the operation.
- When alcohol or liquid containing alcohol is denatured in a general bonded warehouse, the person giving notice under regulation No. 4 of these regulations shall pay to the person in charge of such warehouse for the use of any space in such warehouse used for such operations a fee of \$2 for each 100 gallons or part of 100 gallons denatured.
- These regulations shall come into operation on the 1st day of March, 1926.

OSBORNE COLLEGE.

MAY BECOME CIVIL HOSPITAL.

Rugby, Jan. 29. Osborne Naval College, of the Isle of Wight, which has been derelict since April, 1921, when the cadets were removed to Dartmouth, is likely to be disposed of by the Government shortly. Negotiations for the purchase of the building and grounds are proceeding, and if these are successful, Osborne may become a civil hospital. The College was opened in August, 1903, by King Edward, who gave a portion of the grounds of Osborne House for the erection of the College bungalows, and King George sent three of his sons—Prince of Wales, the Duke of York and Prince George to the College for naval training.—*British Wireless.*

SEEKING AND FINDING.

By the Revd. G. R. Lindsay, M.A.

A few years ago some of the newspapers started treasure hunts. They reckoned on the instinctive love in human nature of seeking. A brass disc would be hidden in a place which would entitle the finder to a prize, a story given weekly providing the clues. The many thousands who sought the discs and the excitement aroused, proved what inveterate seekers men and women are. They did not find all they sought but they found amusement and exercise. When God made the world He filled it with hidden treasure. He sent men to discover the good things, and what astonishing surprises they have had? Coal, iron, tin, jewels, oil, the treasures of the air, the power of water and the uses of all these things. It has been in the seeking of these good things that man has become what he is. And, there is more to find. One discovery succeeds another and he that seeketh findeth. But is it true that if you seek you will always find? Yes, but you will not always find what you seek. You may seek a good thing and be denied it, but in the very denial find a greater thing, the splendour of sacrifice and nobility of patience. A child may seek a prize at school and miss it, but in the search find the faculties for higher attainment, determination and the power of concentration. One search never fails. "They that seek Me shall find Me," and the reason is because Jesus is Himself a seeker. He came to seek and save that which was lost. His parables are full of seeking and finding, lost sons, lost sheep, and merchants seeking goodly pearls. Jesus was always seeking and finding in the most unexpected places. He never found life dull. He found treasures where none else had expected to find anything. He found true womanhood in a lost woman of Samaria, generosity in a tax-gatherer, an apostle in a persecutor. Jesus told a story of a man who discovered a great treasure hidden in a field, and so that he might possess it sold everything that he had and bought the field. Jesus was himself that man! There was some treasure hidden in this field of the world which He reckoned was worth everything to possess. He saw some beauty in the sinfulness of men hidden from mortal eyes; and so by His life and death and resurrection—a costly price indeed—he bought that field and now seeks to possess the treasure. Jesus, my Saviour, to Bethlehem came; Born in manger to sorrow and shame. O, it was wonderful. Blessed be His name, Seeking for me!

EMPIRE TRADE.

BETTER THAN BRITAIN'S FOREIGN TRADE.

On being entertained at Luncheon by the Sheffield Chamber of Commerce, Mr. Amery, surveying the Empire's trade, urged a comprehensive policy regarding migration of population, movement of capital and use of markets. He declared that Britain was at present faced with the gravest economic issues and although there were signs of a very appreciable improvement in commerce and industry, it would be a great mistake to think that the problem would solve itself without effort on our part. Mr. Amery showed statistically that Empire trade was best, and declared that its capacity for expansion was infinitely greater than our foreign trade. The Government hoped that as a result of the East African policy there would be a very great increase in the development of Empire cotton supplies, simultaneously with the development of native prosperity, which meant the growth of some of our best markets.—*Reuter.*

QUESTION OF PREFERENCE.

Rugby, Jan. 29. Mr. Amery, Secretary for the Dominions, addressing the Sheffield Chamber of Commerce, said that the capacity for expansion of trade within the Empire was infinitely greater than that of our foreign trade, both owing to natural conditions and also to the difference between the declared policy of the Governments of the Dominions and that of foreign countries. The preference which the Dominions gave us was a proof of their interest and faith in co-operation for Empire development. Mr. Amery urged that the Motherland should reciprocate in the same spirit for he declared, "You cannot expect that an unreciprocated gesture will go on for all times."—*British Wireless.*

HOME AGAIN.

SIR AUSTEN CHAMBERLAIN'S RETURN.

Rugby, Jan. 29. Sir Austen Chamberlain, accompanied by his son, arrived at London this evening from Paris.—*British Wireless.*

AUSTRALIAN SHIPPING.

AN AMENDING ACT.

Melbourne, Jan. 29. The House of Representatives has passed the Bill amending the Navigation Act, permitting British ships under certain conditions to carry inter-State passengers.—*Reuter.*

RUBBER SHARES.

SHANGHAI QUOTATIONS.

Messrs. Benjamin and Potts have been notified by cable from Shanghai of the following rubber quotations (all buying rates):—
Anglo Dutch 7 1/4
Bukits 4
Tebongs 4 1/2
Kota Bahroes 2 1/2
Anglo Javas 13 1/4
Consolidateds 5 1/4
Senawangs 4 1/2
Tanah Merahs 2 1/2
The cable also gives the following dividends just declared:
Tebongs.—3rd interim dividend 15 cts., making 45 cts. a/c 1925.
Senawangs.—3rd interim dividend 15 cts., making 40 cts. a/c 1925.
Sun Mangzis.—3rd interim dividend 25 cts., making 85 cts. a/c 1925.
Sungei Duris.—1st interim dividend 50 cts.
Samagagas.—1st interim dividend 10 cts.

JAPAN'S CABINET.

Tokyo, Jan. 30. The Cabinet has been appointed, the positions being unchanged. The Premier retains the portfolio of Minister for Home Affairs. The Cabinet will be installed tomorrow.—*Reuter.*

The Finest Exercise
— is Rowing

F. H. AYRES

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Price \$160.00

ERNEST BARRY (WORLD'S SCULLING CHAMPION)
CARRIED ONE OF THESE MACHINES FOR PRACTICE
PURPOSES ON HIS TRIP TO AUSTRALIA IN 1920
WHEN HE RECOVERED HIS LOST TITLE OF
WORLD'S CHAMPION.

LANE, CRAWFORD, LTD.

NEW GUINEA EXPEDITION.

WARNED AGAINST NATIVE TRIBES.

Batavia, Jan. 29. The American-Dutch expedition has been specially warned to take the utmost precautions owing to the Papuan tribes' uncertain attitude towards foreigners. The expedition is organising under the auspices of the Dutch Indies Committee of Scientific Research for the purpose of eight months' exploration of unknown territory in the region of the Nassau Mountains, New Guinea. The party will use an aeroplane specially constructed in accordance with instructions given by the American round-the-world aviators. The base of operations will be Manokwari which is wirelessly in touch with Java. The party, which will be armed, will include Professor Sterling as scientific leader, Dr. Van Leeuwen, Director of the Botanical Gardens and Dr. Burtenszoorg, accompanied by a military detachment of forty men and 180 native bearers. They leave for Manokwari at the end of March.—*Reuter.*

U.S. & DISARMAMENT.

VOTING DELEGATES' EXPENSES.

Washington, Jan. 29. American participation in the Disarmament discussions at Geneva is assured by the Senate's approving of a resolution already passed by the Representatives, appropriating \$60,000 to defray the American delegates' expenses.—*Reuter's American Service.*

PORTUGAL'S WAR DEBT.

COMMISSION TO VISIT LONDON.

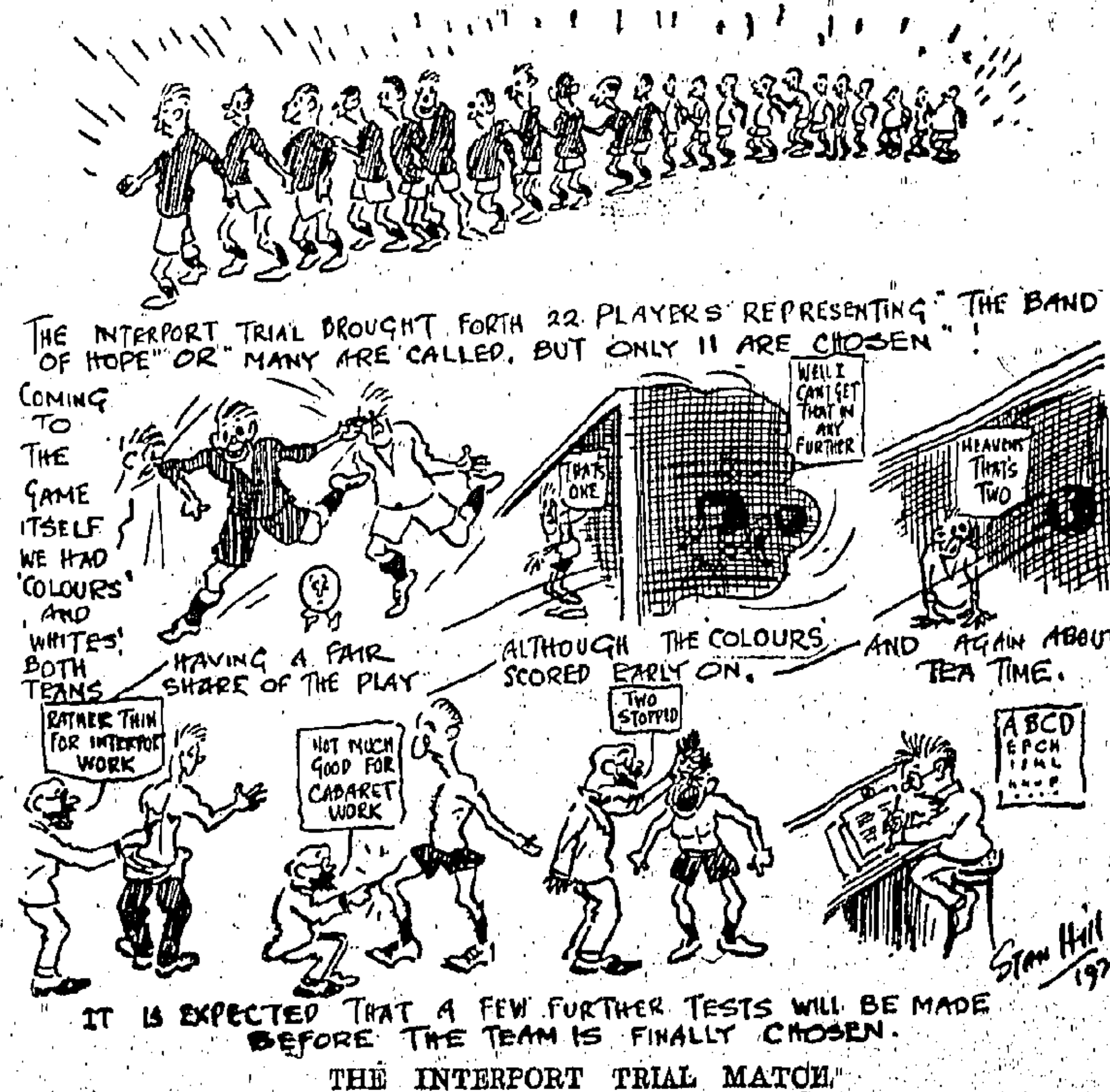
Rugby, Jan. 29. The Portuguese Commission to negotiate the funding of that country's war debt is expected to arrive in London on February 20. The amount owed is approximately \$22,000,000.—*British Wireless.*

TO-DAY.

Dollar on demand 2s. 4 1/2/16d.
Lighting-up 6.10 p.m.

OUR FOOTBALL CARTOON.

(By Stan. Hill)



Wm. Powell Ltd.

Telephone C.4578

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Tailors AND Outfitters

We have removed these two departments from the Hongkong Hotel Building to our

MAIN STORE

at 12, Des Voeux Road, Central.

The entrance is by the main door, with an immediate turn to the right. There is also a

Separate Entrance

in the passage between Powell's and the New Exchange Buildings. Structural alterations have been carried out, making this—

Department Self Contained,

ensuring every comfort.

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INSPECTION INVITED.

THE RITZ

NOW OPEN

Meals at all hours from 8 a.m. to 12.00 midnight

Morning and Afternoon Teas. Good Assortment of Fancy Cakes.

Wedding and Christening Cakes to order.

Only the best food and wines served.

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KUPPER BEER

PER CASE— 6 DOZ. PINTS.
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Per dozen proportionate price. Special terms to Messes Clubs, Hotels, Stores, etc.

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HONGKONG HOTEL

CHINESE NEW YEAR'S EVE

FANCY DRESS BALL

will be held in the

ROOF GARDEN

on

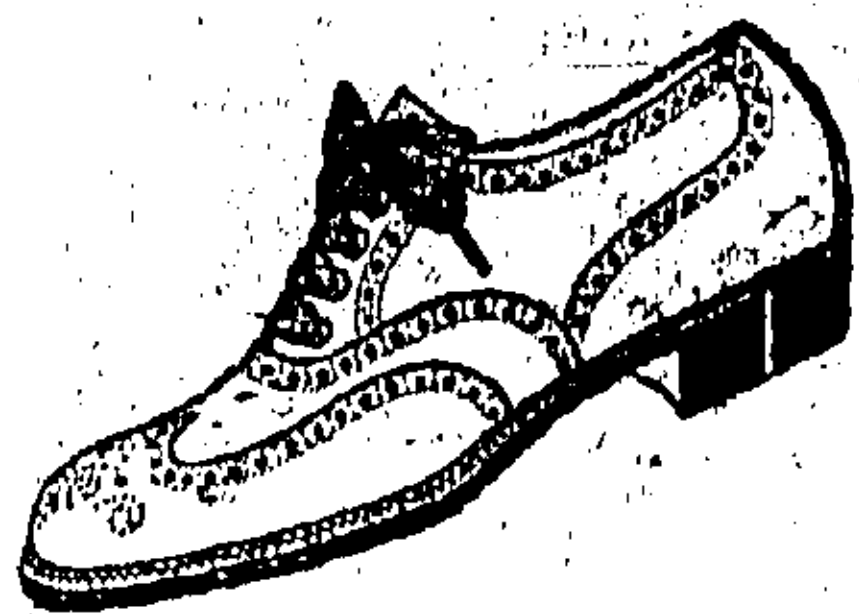
FRIDAY, 12th February 1926.

(Chinese, Fancy or Evening Dress Optional)

Dancing 8 p.m. to 12 Midnight

Tables Reservations should now be made.

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"K"**Brogan
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TRIN BUILDING OPPOSITE G.P.O.

**WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.**

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

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British Admiralty Charts	Heath Sextants, Night Glasses etc.
Kelvin Navigational Instruments	Stanley Drawing Instruments
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Over half a century's reputation throughout the East as the House of Quality.

Established 1855.

After Shopping

Either as a rendezvous, or a restful retreat after a busy day's shopping, Wiseman's new lounge has that personal appeal that makes all the difference.

Morning Coffee or Afternoon Tea daintily prepared and served.

Fragrant Coffee a Speciality.

Cafe Wiseman

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

(Battery Path.)

Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

EXTENSION OF SALE

Monday Feb 1st to Saturday Feb. 6th

STOCKTAKING BARGAINS

In order to reduce our stock to normal by stocktaking, we are offering a lot of goods at HALF PRICE.

Do Not Miss These Bargains

SPECIAL BARGAIN TABLES

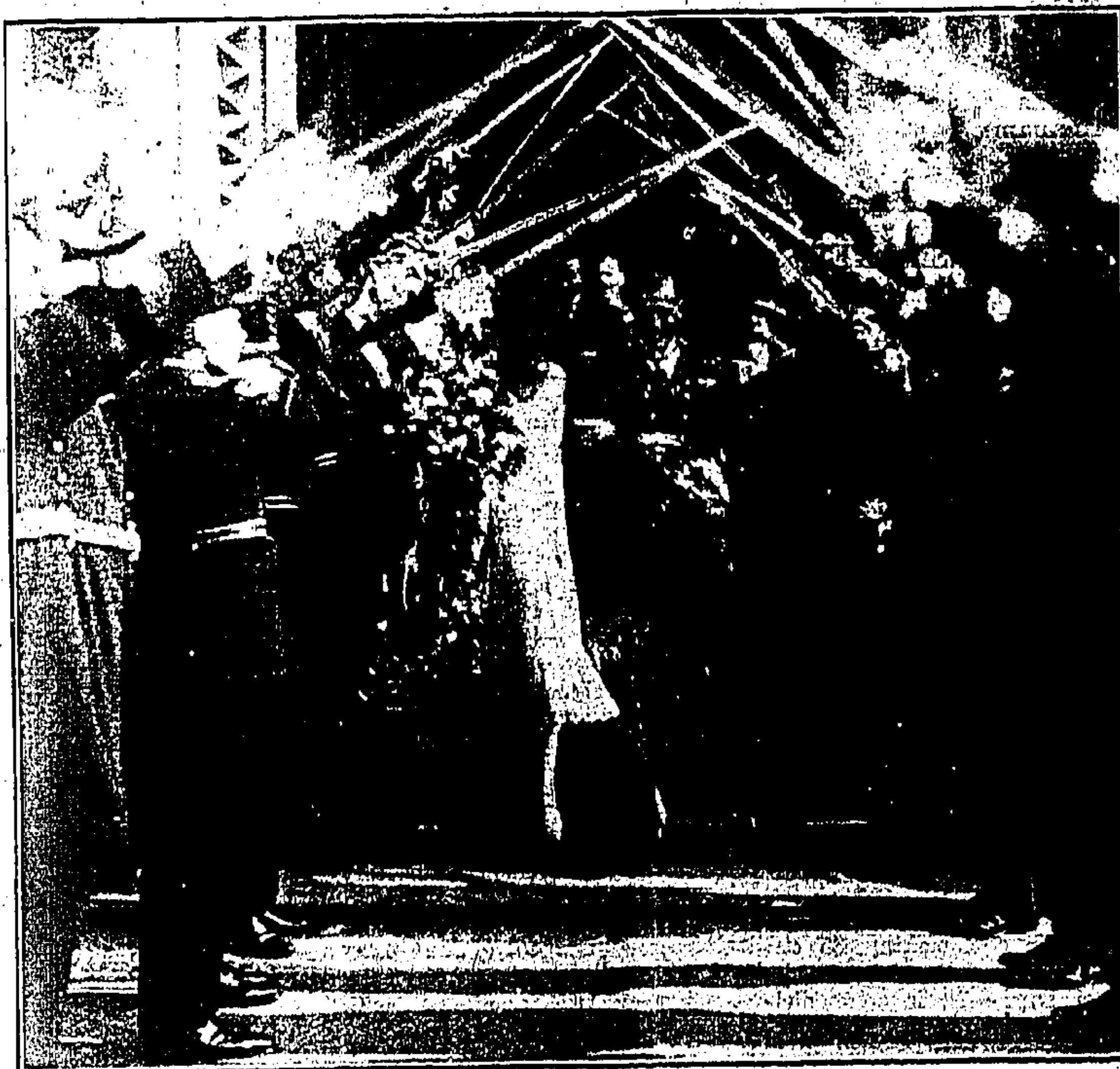
AT

\$10.00, \$5.00, \$2.50

Sale Positively Ends February 6th.

WHITEAWAY, LAIDLAW & CO., LTD.

Pictures taken at the match for the ladies' tennis championship of the Colony at the L.R.C. on Monday. In the centre are seen Mrs. Tottenham (left), who won, and Mrs. Eric Grimble, the finalists. On the left is Mrs. Tottenham executing a left-hand drive; whilst on the right Mrs. Grimble is seen doing a cloverleaf backhand stroke. (Photos: Mee Cheung).



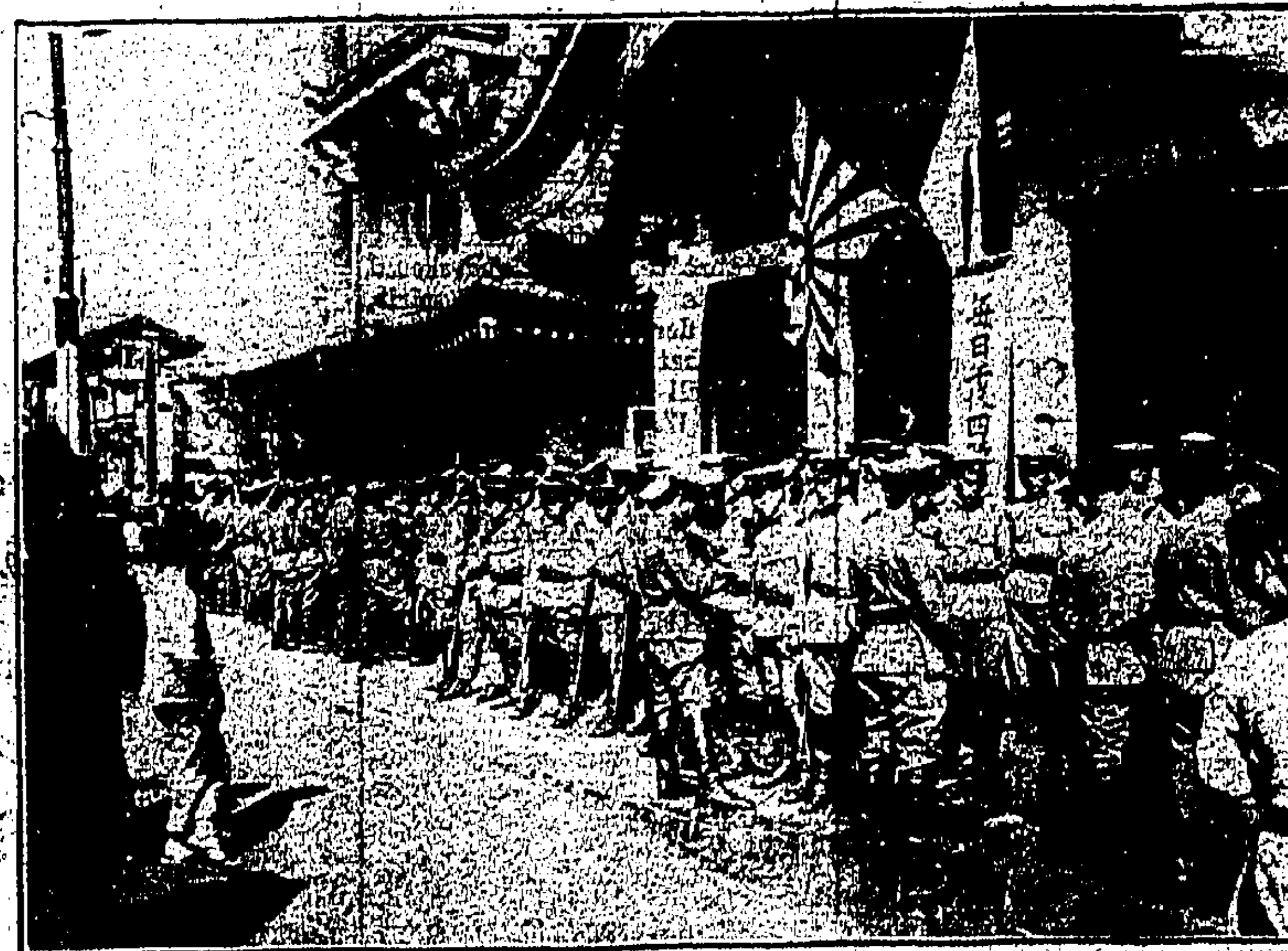
Lieutenant Henry Buckle, R. N., and his bride (Miss Eleanor K. Bailey), passing under an arch of swords after their wedding in St. John's Cathedral on Monday. (Photo: Mee Cheung).



Lord Balmiel, M. P., son and heir of the Earl of Crawford, and Miss Mary Cavendish leaving St. Margaret's, Westminster, after their wedding.



This large Sevres vase, the gift of the French Government to the Cathedral of St. John the Divine, New York, was formally presented to Bishop Manning by the recently-retired French Ambassador (M. Daeschner), both of whom are seen above. (Photo by Underwood and Underwood).



This picture shows the Imperial Bodyguard Division of the Japanese Army as guests of the Kabukiza Theatre during a play based on the life and death of General Nogi.

**YOUR BABY IS SURE
OF A GOOD FOUNDATION
IF BROUGHT UP ON
LACTOGEN**

WOMEN'S INTERESTS

LACTOGEN
CONTAINS ALL BODY-BUILD-
ING ELEMENTS ESSENTIAL
TO BABY'S GROWTH
AND DEVELOPMENT

IS A SMART MACKINTOSH.



The model seen above is wearing a tan fur jacket, over a blue crepe dress.

Mackintoshes are worn by the smartest women nowadays, and in many cases are quite unrecognisable as such. Something startling and fashioned on very full lines is most in demand. There are some beautiful white rubber models, with collar, cuffs and binding of black kid and a lining of shaved gazelle, so that nobody need fear that they must shiver as a penalty for being dry. Kasha cloth also fashions the most captivating linings.

All the enterprising rubberised silks, satins and crepes are in demand, but they must suggest nothing of the mackintosh, and are very smart models. These are now adorned with cross bands of a contrasting colour or padding and quilting to below the hemline. A beautiful model was made in rubberised black satin. The chic little écravat was looped into a half bow, and silver kid fashioned binding and buttons.

Hats to match have met with no favour, since nothing can rival the little felts, but a novelty umbrella and bag to match usually find their place tucked under the arm for effect.

Leather coats fur trimmed are shown, and as an ideal wet-day outfit a leather skirt accompanies the coat.

FOR THE DRESSING TABLE.

A delightful addition to the dressing table of the woman who appreciates dainty appointments is a cut-class holder which is intended for the reception of nail polishing pad and powder. The polisher rests in a hollow in the glass stand, and the powder in another hollow in front. The latter is closed with a lid, the top of which matches the top of the polisher.

Another useful item is a special talcum powder container. It is oval in shape and is used by exerting pressure which forces the powder through a tiny hole at one end. It comes out in a fine spray which settles quite evenly on the skin. This undoubtedly is very useful, as it is always difficult to powder neck and shoulders without getting unsightly patches where the powder is too thick. It is also useful for dry shampooing, where it is very necessary to get only a fine cloud of powder on the hair.

THIS WEEK'S RECIPE.

DATE CAKE.

One egg, 2 tablespoons butter, 3 teaspoon salt, 1 cup sugar, 1 teaspoon soda, 1 1/2 cups boiling water, 2 cups flour, 2 teaspoons baking powder, 1 cup stoned and chopped dates, 1 cup chopped nut meats, 1 teaspoon vanilla.

Pour 1 cup boiling water over dates and let stand while mixing cake. Cream butter and stir in sugar. Add egg well beaten. Mix and sift flour, salt, soda and baking powder. Add to first mixture. Add boiling water and beat until smooth. Add dates and nuts and vanilla. Mix thoroughly and turn into an oiled and floured cake pan. Bake 35 minutes in a moderate oven. Cover with icing as preferred.

THE LATEST IN HEAD-DRESSES.



When Pola Negri got to Paris she found her short American bob wasn't quite the latest thing, so Pola promptly jumped ahead of everybody else by introducing this silver



A trio of pajama costumes as exhibited by a French designer.

WHEN BUYING SHOES.

Refuse to be lured into buying shoes a size too large or too small, however attractive they may be. A shoe that is so loose it rubs up and down against the heel, or so tight that it pinches the toes, is conducive to nervousness and irritability. Uncomfortable feet are as bad as toothache.

Suede and kid shoes which fit a little too closely, perhaps, when first tried on, are easily stretched on shoe trees, but it must be remembered that the crepe-soled brogues are not so pliable.

Reject any footwear that cuts across the arch of the foot. A ridge of stitching or fold of leather may be the cause, and is a defect which cannot be remedied, and will remain a continual discomfort.

Try on both of a pair of shoes or boots when deciding on a purchase. It occasionally happens that while one fits there is a slight defect in the other.

If one possesses a short dumpy foot, a long, pointed shoe conceals this fault. Provided cotton wool is firmly stuffed into the toe where the foot does not reach, and that they are kept on trees when not in wear, the shoes will retain their shape and not betray the lines of the foot.

A long vamp makes the foot look longer, a short one gives the impression of a high arch and short toes.

A high Louis heel set well under the shoe with high instep reduces the apparent size of the foot.

Realise, however, that particularly striking shoes, in colour or shape, draw attention to the feet. Very desirable, of course, if they are neat and dainty, but a mistake if one happens to be flatfooted or fat-ankled.

It is false economy to buy cheap suedes or patent leather. The former tears so easily, while cracks appear across the toes of patent shoes almost the first time of wearing.

Don't buy gold or silver tissue and brocade shoes if you do not intend to wear them soon. They are apt to tarnish if put away unworn for any length of time, and, in any case, should always be well wrapped up in black tissue paper, and kept from the light of day.

Inspect the buttons on new strap shoes. They often require some extra stitches to make them firm, and it is tiresome to lose a perhaps unmatchable one in the middle of a dance.

"Tub" silk laces are smartest for brogue shoes; the wide laces at one time so fashionable are not

BLACK IN FAVOUR.



Heavy cream lace motifs are introduced effectively on this black gown, emphasizing the growing importance of the skirt. The scarf is an accessory that few smart gowns neglect.

LONGER LIFE FOR FELT HATS.

The vogue of the "little" felt hat is still pronounced, mainly because it is so comfortable and so becoming to the shingled. But no material gets shabby quite so quickly as felt if it is not given care. Dust, of course, is the great enemy, and every time the hat is worn it should be brushed over with a small soft brush kept specially for that purpose. Then if the hat happens to get wet it will not develop such dirty marks.

When it has been rained upon rub it over with a clean silk handkerchief and smooth down the pile so that it does not dry spotty. Then, when quite dry, give it a brushing with the same

SLIM ANKLES.

Professional dancers always have well-shaped legs and slim, dainty ankles, says a writer in a ladies journal. I won't say that dancing has made their ankles slim and their legs shapely, for possibly these dainty, fairylike creatures were born with beautifully-shaped limbs, but I will say that dancing keeps the ankles slim, especially dancing that necessitates using the toes.

If you would make and keep your ankles slim, the exercise afforded by ordinary hall-room dancing is not sufficient, nor will ordinary walking exercise help you very much. The exercise you need is tip-toeing. Walking round and round a room on tip-toe, especially if you will balance a very light book on your head, will do more for reducing a thick ankle than any amount of massage.

Leg swinging will also help considerably. Put a small hassock in the middle of a room, where there will be plenty of space for swinging the leg without coming into contact with the furniture. Then stand on the hassock with one foot only, leaving the other hanging loose at the side. Now with the free leg kick out and shake the foot from the ankle very loosely. Then twist the foot round and round forming a circle. Repeat three or four times, then change over. Stand on the hassock with the foot just exercised and kick out with the other, going through the same exercises three or four times.

When the ankles are thick and swollen through much standing or general weakness ankle puttees should be worn at night. These puttees should be made of rubber and the ankles bathed in hot water, dried, and dusted with boric acid powder before they are wound round them.

FOR CLEANING ALUMINIUM.

In these days most housewives know that soda spells ruination to aluminium, but many saucepan cleaners, strong soaps and gritty cleaning powders, are nearly as destructive in the long run, and the aluminium utensils lose their beautiful gleaming surface and become dull and discoloured.

There has recently been placed on the market a special preparation for the cleaning of aluminium, and it is claimed that the ware will never lose its colour and surface with this medium in use. Certainly the most obstinate stains and burns are very quickly removed, and the saucepan takes

ABOUT MANICURING.

Never attempt to manicure the nails without first soaking them for at least five minutes in warm water to which a few drops of simple tincture of benzoin have been added. The benzoin softens and perfumes the water and helps to whiten the nails.

Any trimming or filling required should be done before the nails are soaked in the warm water.

Lift the fingers out of the water, dry them, then with an orange stick dipped in the water gently raise the cuticle around the base of the nail. Unless this is quite loose before it is pressed back to show the half moon at the base of the nail the skin will become ragged-looking and "hang nails," which are both ugly and painful, will result.

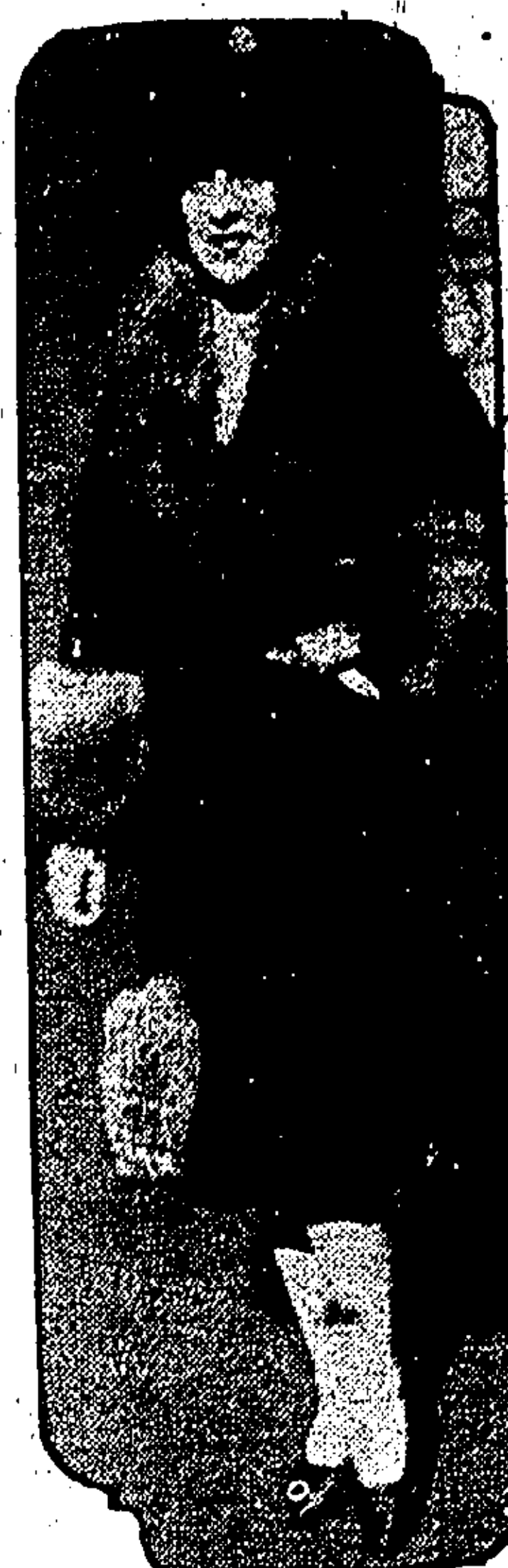
Never cut the cuticle. A drop of white vinegar applied on an orange stick around the cuticle will make cutting unnecessary. Cutting makes the cuticle grow hard and coarse, and if practised regularly will ruin the beauty of the nails.

After attending to the cuticle, which should be pressed back so that the little half moon is visible on each finger, dust the nails with polishing powder and rub with the polishing pad.

At the moment there is a fancy for outlining the edges of the nails, with a very slight and delicate line of rouge. This gives a very attractive look to the fingers, but should only be adopted by those whose nails are flawless. To draw unnecessary attention to a hand that is not perfectly kept is a mistake.

VELVET AND SATIN.

Velvet can be revived in the following way: Brush it well, then place damp cloth over a hot iron and draw the back of the velvet over the cloth until it is smooth. Dry the velvet by passing it over the hot iron without the cloth. Satin can be done in the same way, but it should be dried with not too hot an iron.



Here is pictured a black velvet coat, handsomely collared and cuffed, and edged with fur.

FASHION NOTES.

Navy blue is conspicuously absent from fashion's schedule, but paradoxically every other shade of blue is very much in evidence. Lead pencil, blue and the more delicate blues are very smart.

Pailettes are extremely fashionable this season, and entire evening costumes are made of them. They make it possible to attain much glitter and colour with simple and easy lines.

REVIVAL OF THE CAMEO.



Today every woman has her pearls and slave bracelets. Yesterday she gave cameo the place of honour in her jewel casket. And Claire Windsor, tiring of today's baubles is turning back to yesterday's and is reviving the cameo. Notice that she wears a necklace, earrings, and a bracelet.

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PERMANENT & ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

Ship	Tons	From Hongkong (about)	Destination
ALFORD	5,273	2 Feb. 4 p.m.	Singapore & Bombay
DELTA	8,097	4th Feb. noon	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	6th Feb. noon	Marseilles & London
MIRZAPUR	6,715	10th Feb.	S'pore, P'ang, C'bo & B'bay
KARMALA	9,128	20th Feb.	M'les, L'don & Antwerp
NAGPORE	5,283	2nd March	S'pore, P'ang, C'bo & B'bay
MANTUA	10,802	6th March	Marseilles & London
KASHAIR	8,985	13th March	M'les, London & Antwerp
KHIVA	9,135	20th March	M'les, L'don & Antwerp
MOREA	10,918	3rd April	Marseilles & London
DELTA	8,097	15th April	S'pore, P'ang, C'bo & B'bay
DEVANHA	8,155	17th April	M'les, L'don & Antwerp
KALYAN	9,144	21st April	M'les, L'don & Antwerp
MACEDONIA	11,069	1st May	Marseilles & London
KASHGAR	9,105	15th May	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Imperial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

Ship	Tons	From Hongkong	Destination
SANTHA	8,500	10th Feb.	S'pore, Penang & Calcutta
TILWA	10,006	18th Feb.	S'pore, Penang & Calcutta
TALAMA	8,018	26th Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

Ship	Tons	From Hongkong	Destination
ST. ALBANS	4,500	3 Feb. 10 a.m.	Manila, Sandakan, Thurs.
TANDA	6,958	3rd March	Iceland, Townsville, B'bane.
ARAFURA	6,000	7th April	S'pore and Melbourne

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawee, Timor, Darwin, or other ports on route as inducement offers.

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The P. & O. Royal Mail Steamers to London via the Cape.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Ship	Tons	From Hongkong	Destination
TALAMA	8,018	3 Feb. 6 a.m.	Amoy, Shanghai & Kobe
MANUVA	10,802	6th Feb.	S'hai, Moji & Kobe
KASHMIR	8,805	6th Feb.	S'hai & Kobe
TANDA	6,958	17th Feb.	Moji, Kobe & Yoko.
TALMA	10,000	17th Feb.	Kobe

All dates are approximate and subject to alteration without notice.
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OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENGLIE	10th Feb.	GLENHILL	31st Jan.
GLENAMOY	23rd Feb.	PENROCKSHIRE	18th Feb.
GLENGARRY	4th Mar.	GLENHILL	18th Feb.
GLENSHANE	23rd Mar.	GLENHILL	9th Mar.
GLENAPP	1st April	GLENHILL	1st Apr.
CARMARTHENSHIRE	15th April	GLENAMOY	6th April

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AUSTRALIAN-ORIENTAL LINE, Ltd.

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FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

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(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CANFA"	via Suez Canal	7th Feb.
S.S. "CITY OF RANGOON"	via Suez Canal	16th Feb.
S.S. "CITY OF CHRISTIANIA"	via Suez Canal	28th Feb.
S.S. "K.T. COMPANION"	via Suez Canal	7th Mar.

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Steamers proceed via Suez Canal or Panama Canal at
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SUNDAY EXCURSIONS—On SUNDAY, 31st January, the
s.s. "TAISHAN" will leave Hongkong at 9 A.M. from
Company's Wing Lok Street Wharf, and return from
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KAGA MARU ... Saturday, 20th Feb at 11 a.m.

YU MARU ... Wednesday, 17th Mar.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

ATRU MARU ... Saturday, 30th Jan at 4 p.m.

KASHIMA MARU ... Saturday, 13th Feb.

HAKONE MARU ... Saturday, 27th Feb.

HAMBURG via LONDON & ROTTERDAM & Ports.

LIVERPOOL via ADEN & MARSEILLES GLASGOW

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 24th Feb at 11 a.m.

TANGO MARU ... Wednesday, 24th Mar.

NEW YORK and/or BOSTON ... ANAMA

CALCUTTA MARU ... Tuesday, 2nd Feb.

TAKETOYO MARU ... Saturday, 20th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town

KAMAKURA MARU ... End of Feb.

BOMBAI via Singapore & Colombo ... Monday, 1st Feb.

HAKATA MARU ... Wednesday, 10th Feb.

WAKASA MARU ... Sunday, 31st Jan.

CALCUTTA via Singapore, Penang & Rangoon

KANGAWA MARU ... Wednesday, 17th Jan.

TANGO MARU ... Sunday, 31st Jan.

SADO MARU ... Sunday, 31st Jan.

NAGANO MARU ... Tuesday, 2nd Feb.

TOBA MARU ... Monday, 8th Feb.

FUSHIMI MARU ... Monday, 22nd Feb.

HAKOZAKI MARU ... Monday, 22nd Feb.

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NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" ... Sails about 10th Feb.

S.S. "ROSANDRA" ... Sails about 11th Mar.

S.S. "FIUME-L" ... Sails about 11th Apr.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails about 15th Mar.

S.S. "ROSANDRA" ... Sails about 12th Apr.

S.S. "FIUME-L" ... Sails about 13th May.

NATAL LINE OF STEAMERS.

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C. LOPEZ Y LOPEZ ... 3rd Feb.

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C. LOPEZ Y LOPEZ ... 17th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's
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THREE Days in NEW YORK as CANADIAN
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Shore Excursions and Sightseeing Tours at
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AMERICAN & ORIENTAL LINE

Sailing From Hongkong.

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UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

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S.S. "CITY OF LAHORE" 22nd February.
For Marseilles, Havre, London & Rotterdam.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

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ORIENTAL AFRICAN LINE

S.S. "SURAT" 23rd November.

Loading for Mauritius, Delagoa Bay, Durban, East London,
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Through Bills of Lading issued to Beira, Quilimane, Ibo,
Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,
Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis
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Sailings from Singapore on 6th of every month by "City
of Palermo" or "Malatian" to Java, Fremantle, Adelaide,
Melbourne and Sydney, and Vice Versa. Through Freight
and Passenger bookings from Hongkong in conjunction
with "Ellerman" Line of other services.

For freight or passage on any of the above lines, apply to—

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M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at Hkg. and sailing for S'hai & Japan	Prob. Sailing from H'kong for M'les
FONTAINEBLEAU	1st Jan.	3rd Feb.	2nd Feb.
D'ARTAGNAN	15th Jan.	17th Feb.	16th Feb.
ANGKOR	29th Jan.	3rd Mar.	2nd Mar.
PORTHOS	12th Feb.	17th Mar.	16th Mar.
ANDRE LEBON	26th Feb.	31st Mar.	30th Mar.
PAUL LEOAT			13th Apr.
AMBOISE			27th Apr.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £95.0.0 B. Class 1st Class £83.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the trains at Marseilles.

UNION COMMERCIALES (CARGO-BEATS)

S.S. "MIN" from Dunkirk, L'don, Havre is due to
arrive about 22nd Feb.

For full particulars apply to

Phone: Central 740

Messageries Maritimes Co.
5 Queen's Building.

JAPAN AND BRITAIN.

PRINCE CHICHIBU'S TRIBUTE TO ENGLAND.

The East and West.

Rugby, Jan. 29.

A banquet in honour of Prince
Chichibu of Japan, who is mak-
ing a prolonged sojourn in
England to study social and other
conditions here, was given by the
Japan Society last night.

Prince Chichibu said that dur-
ing his short study here he had
already learnt to know much of
the charm of England, her
scenery, her ancient buildings and
her culture, and it was that
knowledge which made him
realize the valuable work which
the Society could do in extending
the knowledge of Japan and
Japanese art, literature and life.
It was his sincere hope that the
East and West might continue to
learn much from each other, to
the lasting advantage of both, and
to the lasting peace of the world.

Far Eastern Disorders.
Lord Salisbury, after expressing
his profound condolences with
Japan on the great loss suffered
by the death of Viscount Kato,
alluded to the smoothness with
which diplomatic relations with
Japan had invariably proceeded.
The tendency was now towards
a combination of Powers. Locarno
was an example of the effort to
include in one great international
agreement a very large number
of Powers. The League of Na-
tions was another example of the
same great tendency towards
universal agreement along the
path of peace. In various parts
of the world, and in the Far East
especially, the elements of dis-
order were profoundly alarming,
and it was of vital importance
that the Powers which, by long
tradition and habit of national
discipline, were able to act as
a check and control upon the
forces of disorder, should be
themselves as nearly allied as
possible. Japan was one

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ASTOR HOUSE HOTEL; PALACE HOTEL;
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Telegraphic Address: "CENTRAL, SHANGHAI."

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First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.

Tels. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.

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FRESHIE (The New Collegiate).

CAROLINA SWEETHEART.

NOBODY BUT FANNY.

EDISON STUDIO

No 1 Duddell Street

THE LAW OF
PROPERTY.SWEEPING CHANGES
IN ENGLAND.

Fundamental changes in the
English law of Property are
effected by the Property Acts
which came into operation with
the New Year.

Under the law of real and
personal property is assimilated
copyhold tenure, which is a relic
of feudal times.

Primogeniture, and all local
and customary laws of succession
on death, which varied widely in
different parts of England, are
abolished.

Henceforward one uniform rule
of succession, applicable alike to
real and personal property, is
established.

Although many statutory
changes have been effected in the
past fifty years, the Law of Prop-
erty in England, until this vast
work of modification was under-
taken, lay deeply embedded in
case law.

It could only be ascertained by
a careful study of the rules laid
down and the decisions given in
the Law Courts during the past
six centuries.

Inevitable anomalies resulting
from this slow growth are now
swept away.

The principal new Act was
passed in 1925, but two years
later and before it had come into
force, two amending acts were
passed and probably further
changes may be found necessary.

The new Law of Property has
brought in its train sweeping
changes in the Trustee Acts, the
Settled Land Acts, and the Con-
veyancing and Land Transfer
Acts, and barristers and solicitors
have found it necessary to under-
go a course of reading and, with
the students, they have returned
to the lecture rooms in order to
make themselves acquainted with
the new law.

TIGER YEAR.

JAPAN'S SUPERSTITION.

Tokyo, Jan. 12.—This is the
Year of the Tiger in Japan and
if there is anything in sign it is
going to be a good year. That of
course is the prophesy of the
optimists and they are in the
majority. Many traditions and
superstitions regarding the Year
of the Tiger persist among
Japanese.

The Tiger year may be inter-
preted as lucky or unlucky,
according to circumstances. It is
said by Japanese story-tellers
that the tiger often will walk 1,000
miles from his lair but never fails
to return. In consideration of
that it is believed by many Japa-
nese that a journey should be
started in Tiger year for under
such favourable circumstances
the voyager will return without
accident.

Persons who are ushered into
the world during Tiger year are
regarded as courageous and kin-
dly, broad-minded and simple in
their tastes. They pursue a mid-
dle ground, respect their superiors,
and are kind to their subordinates.
They make progress in profes-
sions as such persons have
abundant courage to strive for
advancement, progress and ex-
tended learning.

The children of Tiger year are
urged always to be modest be-
cause by nature they are proud,
belligerent and stubborn and
easily incur the enmity of others.

The zodiacal signs are widely
observed in Japan, especially by
those of the so-called "old school."
The system is followed and plays
an important part in the life his-
tories of many families, particu-
larly in regard to marriages, adop-
tion of children, removal of homes
and building of houses.

The table begins with the rat
followed in order by the ox, the
tiger, the hare, the dragon, the
serpent, the horse, the sheep, the
monkey, the chicken, the dog
the bear.

Sir Bache E. Cunard, of Wons-
ford, near Peterborough, Hunting-
donshire, founder of the hounds
now known as Mr. Fernie's, and
a grandson of the founder of the
Cunard Line, left £13,123. To
his nephew, Antony Cunard,
R.N., he left his lathe and work-
shop tools, "believing him my
only nephew who could use them."
He directed that his funeral
should be of the most simple
kind, and that black horses
be not employed. "I
would prefer to go to my grave
in a farm wagon to a hearse, if
convenient to my relations, and
I ask that there be no flowers."

NEW RADIO SERVICE.

RUGBY STATION SCHEME
BROADCAST.

Rugby, Jan. 29.
Commencing 12.55 a.m. Green-
wich mean time, on 31st. January,
the private radio-telegram service
to ships now conducted by Oxford,
will be transferred to the Rugby
radio-station. This call signal
will be G. B. R., and the wave-
length 18,740 metres, continuous
wave.

The periods of transmission
from Rugby will be 00.55 to 01.35
and 12.55 to 13.35 G.M.T. on week-
days and 00.55 to 01.35 on Sun-
days.

Concurrently with the transfer,
the present practice of transmit-
ting radio-telegrams for ships on
Eastern routes during the earlier
period only will be discontinued,
and instead of transmitting mes-
sages twice in the same period
each message will be transmitted
once only on the first occasion
and repeated once during the next
period.

Messages transmitted for the
first time on Sundays will be re-
peated in the period 00.55 to 01.35
on Mondays.

A separate series of numbers
will be used for messages trans-
mitted for the first time in any
given period. The indication
"CNFM" will be signalled at the
commencement of the preamble
of messages, to denote that the
ensuing transmission is a repeti-
tion of a message sent in the
preceding period. Q.R.J. will in-
clude both new and repeated
messages. Repetitions and new
traffic for each ship will be
signalled together, the repeti-
tions first. Ships receiving this
notice are requested to inform
other ships with which they can
communicate.—*British Wireless.*

AMERICAN RAILWAYS.

GUARDS AND ENGINE
DRIVERS DISCONTENTED.

New York, Jan. 29.
According to the *New York*
Times, the guards and engine-
drivers of all railways have been
instructed by their union to send
in schedule wage demands on
February 1st, seeking restoration
of the wage scale fixed by the
Railway Labor Board in 1920,
which is the highest scale in the
history of the railways.

The spokesman for the railway
companies stated that restoration
of the scale would increase the
companies' expenses by half a bil-
lion dollars. The union leaders
demand that the companies reply
in writing by March 1.—*Reuter's*
American Service.

INDIAN CAPTURED.

CANTONESE SEIZE RIVER
STEAMER GUARD.

It was learned yesterday that one
of the Indian guards of the s.s.
Lungshan was captured by strikers
in Canton, when on shore during
the vessel's stay on Wednesday.

From the little information
available, it is gathered that the
man requested permission to land
for the purpose of visiting a friend
on the Shamoon and this was grant-
ed, with emphatic orders that he
should take care not to go far away,
and return promptly.

The Indian landed in full
uniform with war medals on
and it is thought that his
appearance attracted the at-
tention of some of the strikers,
who seized him on the ground that
he was a spy and lodged him in prison.
News of his capture reached the
ship shortly before she sailed for
Hongkong, thus accounting for the
man's non-appearance, which had
caused some little uneasiness.
Nothing could be done in the matter
at such short notice and on the
ship's arrival here, the matter was
reported to Police Headquarters.



THE CAPITAL LEVY.

"We shall be safe here. The
occupant believes in the
principle."—*Ray Blas, Paris.*

ANGLO-FRENCH PROBLEMS.

SIR AUSTEN CHAMBERLAIN
AND M. BRIAND.

Paris, Jan. 29.
The papers note the great cor-
diality of the talk between M.
Briand and Sir Austen Cham-
berlain, which they state
dealt also with Oriental
questions, such as Tangier, Moroc-
co, Egypt, Syria, and Chinese af-
fairs, in a spirit of faithful co-
operation, taking account of the
particular interests of both na-
tions.

In the Chamber, M. Briand de-
clared that when he formed the
Government he found a constant
drain for repayment of Treasury
and National Defence bonds,
which amounted to 700 millions
monthly. At present the drain
was only for 100 millions monthly,
which is the result of restored con-
fidence.—*Havas.*

Paris, Jan. 29.
According to the newspapers,
M. Briand and Sir Austen Cham-
berlain in their conversations
dealt with the date of the pre-
paratory disarmament conference,
the reduction of the Allied forces
in the Rhineland, and Mosul,
Morocco, Egypt, Syria, the Chin-
ese crisis, and certain claims of
the Italian Government with re-
gard to territories bordering on
Abyssinia and the Red Sea. The
possibility of postponing the dis-
armament conference until Ger-
many has fulfilled her disarmament
obligations was considered.

M. Briand will submit the ques-
tion of reduction of the Allied
forces in the Rhineland to the
military council, including Mar-
shals Foch and Petain, and M.
Painlevé.

The *Excelsior* remarks that it
would be natural enough if Bri-
and sought to enlist the eventual
support of Italy for its policy in
the Near East, if only to give the
Turks something to think about;
but no Mediterranean agreement
is possible without France, there-
fore M. Briand and Sir Austen
approached the questions of
Morocco, Egypt, Syria and Mosul
in a spirit of loyal collaboration.—
Reuter.

Rugby, Jan. 29.
Sir Austen Chamberlain, accom-
panied by his son, will arrive in
London this evening at the conclu-
sion of the first extensive holiday
he has had for a very considerable
period. He has been absent from
England for about five weeks,
having proceeded to Rapallo im-
mediately after the mid-December
meetings of the League in Geneva.
He has completely recovered from
the effects of the influenza from
which he was suffering a fortnight
ago.

His conversation with M. Briand
in Paris yesterday was of a
general character and touched on
a great number of subjects in a
broad way.

In his subsequent interview with
newspaper correspondents, he was
able to state in regard to the meet-
ing fixed for February 15, of the
committee charged with the pre-
paration for the disarmament con-
ference, that there had been no
request for an adjournment, and
that it was certain no such request
would come from the British Gov-
ernment. If such a proposal were
made, he personally would regret
it, though it might be worth a
sacrifice if the ultimate object were
thereby to benefit. Any mere at-
tempt to get rid of the question
would, he said, be opposed by the
Powers which had supported the
idea at Geneva.

He made a plea for continuance
of co-operation among all the
Powers represented at Locarno. A
great deal of patience was still
needed on both sides, but he was
quite certain that the spirit of
Locarno would continue. We must
not be discouraged if the tendency
to give and take offence did not
disappear in a moment.—*British*
Wireless.

HUGO STINNES FLEET.

TO BE SOLD TO A COMBINE.

Berlin, Jan. 29.
Negotiations for the sale of the
entire Hugo Stinnes fleet to the
Deutsch Australische Shipping
Company and Kosmos Company,
have resulted in a provisional
agreement.

The Stinnes fleet consists of 28
modern freight and passenger
ocean steamers, of a total ton-
nage of 140,355, and two motor-
ships of 10,800 tons, now under
construction. The Deutsch Aus-
tralische and Kosmos companies
have a capital of 38 and 12 million
marks, respectively.

It is stated that the transaction
will necessitate an increase in the
capital of both companies.—*Reuter.*

Entertainments.

The Phantom
of the Opera

The QUEEN'S

ANNA Q. NILSSON

VANITY'S PRICE

The STAR

ALICE LAKE

IN THE

Greater Claim

THE WORLD

TUESDAY to THURSDAY, FEB. 2 to 4

FOR THREE NIGHTS ONLY

DICK NORTON

and his

GLOBE-TROTTERS

All the latest Hits of the current
London Season.

The Jazziest show that has visited
Hongkong for years.

★ THE STAR ★

The Ritz

Prof. Gonzalez's
O.K. ORCHESTRA

—will play during Tiffin on
Saturday the 30th inst.—and
for Tea on the 1st and 4th
of February.



Reservations should now be made.

KING EDWARD
HOTEL

TEA DANCES
will be held every
TUESDAY and
THURSDAY.

DINNER DANCES
every SATURDAY.

Special
CHINESE

NEW YEAR EVE
FANCY DRESS
BALL

on Friday, February,
12th, 1926. Dancing
8 to 12 Midnight.

\$1.50 per head.

The Shanghai Municipal
Council has decided to buy from
the British Admiralty two big
motor launches capable of being
converted into fire floats at a very
small cost. The price of the
launches, with a range of spare
parts, is £1,750 each. These
vessels were purchased by the
Admiralty in 1917 and 1918, as
part of an order for some hun-
dreds, at £80,000 each. The
length is 80 feet, beam 13 feet,
draft 5 feet, and height above
water line 5 feet, and the
construction is sound throughout.
The engines in each are two
"Standard" 220 h.p., using a
mixture of kerosene and petrol,
and there is also a 25-40 h.p.
electric generator, lighting set,
and compressor for easy starting.
The space on board is ample for
gear and crew's quarters, and
there is also plenty of room for
installing pumps. In every
respect the boats are considered
to be admirably adapted for
conversion into fire floats and
capable of long and efficient
service. The estimated cost of
the pumps and necessary fittings
is from £1,500 to £1,600
each, so that the total expenditure
will be only a fraction of the
original cost of the vessels.
Moreover, it is estimated that
new boats especially bought and
fitted up as fire boats would cost
not less than £120,000 each.